

LOMBARD

Ignoring all the warnings

BY C. GORDON TETHER

WHEN WILL they ever learn? Notwithstanding the fact that there are ominous signs that the Euro-currency market is drifting towards another crisis arising from the onward march of bankruptcy in the less-developed world, it is embarking on another great lending spree. And, at the same time, its protagonists are hard at work trying to head off the long-needed international move to curb its excesses with the help of highly dubious arguments about its "non-responsibility" for the global inflation explosion.

The latest warning about the threat to international financial equilibrium posed by the acute payments malaise of the Third World was delivered by M. René Larre, general manager of the Bank for International Settlements, when he pointed out a week or so ago that many developing countries which had borrowed to bridge their payments gaps were now in danger of having to default on the resulting indebtedness. And it is the most significant yet.

For no institution has a greater awareness of the extent of the involvement of the Euro-currency market in the debt that are now pressing so hard on the more vulnerable developing countries and which, therefore, a series of major defaults could mean for it.

A diversion

Considerable efforts are being made at the moment to divert attention from the gravity of the situation by providing developing countries that have effectively become internationally bankrupt with sufficient relief from their commitments to enable them to avoid having to declare themselves so.

But, as the difficulties encountered by some of these camouflaging operations show, it is highly unlikely that the use of the matter can be concealed in this way for long. And it is as well to recognise that so many developing countries are coming near to convincing themselves that they are entitled to a moratorium on their international debts that there is a very real possibility that, once set in motion, the default process would rapidly escalate.

Indeed, the proposition that the present plight of the Third World is to a large extent the result of the bad deal it has been meted out by the affluent countries has found expression at recent meetings of developing countries in a demand for a general moratorium.

Remembering that the Euro-

currency market may also have other "default" crises on its hands before long as a result of its deep involvement in the much-troubled tanker business, this would seem to be a moment when it should be adopting a cautious attitude on all fronts. Yet the latest surveys carried out by the IMF and the BIS both show that, up to quite recently, it was striking a highly expensive note.

Moreover, far from being prepared to recognise that, in one way and another, the market's excesses have played such a major part in generating the serious financial problems the world is having to grapple with today that there is a strong case for injecting it to international control, its practitioners use every means they can to whitewash it.

Cause & effect

The latest example is to be found in the February issue of the monthly review of the First National City Bank, one of the most active American participants in Euro-currency traffic. "The rapid growth of the Euro-currency markets has been blamed," it says in an opening gambit, "for the recent tide of inflation in the industrial countries." But, it then goes on to tell us as though there was not the slightest doubt about it, a look at the numbers shows that the charge is ill-founded.

In the event, the evidence provided by a look at its version of "the numbers" turns out to be very tenuous indeed. It admits that there is a close connection between the expansion of the world money supply and the pace of world inflation. But it then seeks to demonstrate that the phenomenal growth of the Euro-currency market cannot be held responsible for the present global inflation because it accounted for only a relatively small part of the total increase in the money supply during the relevant period.

But this is a matter wherein it is essential to attach much greater importance to the relationship between cause and effect than this exercise does. Much of the considerable increase in the national element in the world money supply during the past few years is attributable to the need to keep the community adequately supplied with cash once inflation had got into its stride. The responsibility in the matter of Euro-currency market excesses consists in the fact that they played a part of the greatest importance in priming the global inflation pump in the first place.

RACING

BY DOMINIC WIGAN

Wayward Scot looks best

SKYRNE, WAYWARD SCOT, *Perambulate* and *Moonstone* are among the runners for today's highly competitive Surrey Novices' Chase (3.00) at Lingfield and backers seem likely to have a tricky time sorting out the various form lines.

My idea of the probable winner is Wayward Scot, a seven-year-old Jock Scot gelding trained by Fred Winter for Mrs. Betty Stein.

Wayward Scot, who opened his account for the season with an eight-length victory over *De Bengra* in Sandown Novices' hurdle at the end of October, has since added to his winnings by a second-place effort in a similar event at Newbury, and with two comfortably gained victories over fences at Ascot.

In his last race, the valuable two-mile Sapping Novices' Chase, Wayward Scot almost certainly put up his best performance to date. Always travelling smoothly and well within himself, the gelding, seven-year-old, forged clear from half-way and gradually opened up a good lead over *Grangewood Girl* which he held to the line.

Skyrne, normally the safest of jumpers, came down when lead-

ing at the fifth in that Ascot race, and it is anyone's guess how he would have coped with the winner. However, on this running with *Grangewood Girl* in the Sapping Novices' Chase at Sandown a month ago, *Skyrne* would not have beaten Wayward Scot.

LINGFIELD

2.00—*Fraser Saint****
2.30—*Wayward Scot****
2.50—*Watafella*
4.00—*The Sturtevant*

LUDLOW

2.15—*Master Upham**
2.45—*De Musset*
3.15—*Eastern American*
4.45—*Kirwaugh*

In what promises to be a fine spectacle, the progressive *Wayward Scot* will be the main expense of *Skyrne* and *Stan Mellor*'s possibly underrated *Faust gelding*, *Moonstone* Lad, a respectable third behind *Zongal* and *Tex* at Wolverhampton recently.

Few trainers have their strings in better form at present than Josh Gifford, and many backers seem sure to side with his consis-

tent chaser, *Flying Orchid*, in the *Felcourt Chase*, 2.30. Although this improved chaser, a clever winner at Towcester before decisively disposing of *Gloucester* in Warwick's George Cony Challenge Cup a fortnight ago, seems sure to go close, I doubt him conceding three lbs to *Frozen Saint*, who created a shock at Plumpton on February 23 when beating *The Pilgrimage* at odds of 25-1 in the *Three Bridges Chase*.

There is a disappointing turnout for the feature event for the *Forbra Gold Challenge Cup* (3.15) at today's other meeting, Ludlow. With Mr. Snowman, Yanworth, Golden Batman and Greek Ancestor all withdrawn at the final declaration stage, only *Seabreeze*, *Seabreeze*, *Seabreeze* and *Seabreeze* remain. The last-named, a chestnut son of *The Bo'sun*, ran out an impressive winner when outpacing *Just the Job* and *Moon Trip* at Banbury recently, and he seems likely to follow up. Later in the afternoon *Eastern American*, a good second to *Klonk* at Taunton last month, is taken to gain an overdue success in Division II of the *Bromfield Novices Chase* (4.15).

SALEROOM

BY ANTONY THORNCROFT

Revival seen in fine arts

THERE WAS nothing exceptional on offer in the London salerooms yesterday but there was no lack of buyers, and prices were at the top end of the pre-sale forecasts, suggesting that the revival in fine arts is particularly strong in the middle-priced market.

Christie's, for example, sold English and foreign silver for £24,030, with a good attendance of dealers. A set of four George III octagonal plates and covers by Paul Storr set the tone, going to Partridge Fine Art for £4,000, as against the £2,500-£3,000 estimate.

A pair of George III two-light candelabra by William Caff, dated 1761, was bought for £3,000. There were some good prices paid for Portuguese silver, with a pear-shaped tea kettle and stand made in Lisbon around 1760, fetching £2,700.

Among other top prices were the £2,500 from *Elmer* for a George III two-handle circular soup tureen, cover and stand, by Andrew Fogelberg and Stephen Gilbert; £2,300 from Koopman

for a George II two-handled soup tureen and cover; and the same price from a private buyer for a George IV silver gilt cylindrical tankard.

The biggest total of the day was at the stamp auction of Warwick and Warwick which fetched over £200,000. A rare French 10-franc 1810 or 1811 surcharge sold for £2,200, and a similar 90c surcharge sold for £1,500. A British 5p orange of 1852 was bought for £300. At Glendinning, a medal sale made £33,164, with the peak price of £3,300 from Hayward.

The better market for watercolours, discernible at Christie's on Tuesday, was reinforced at Bonhams yesterday with a sale which totalled £13,227. Sir William Russell Pinfold's nudes remain very popular, and one sold for £2,300, while a nude study in black crayon was bought by Waterloo Fine Arts for £560. *The Market Place, Grantham*, by Louise Rayner sold for £520.

At Sotheby's, there was a modest sale of paintings which totalled £22,023. The Hazlett Gallery paid £2,000 for a set of four ceiling decorations, showing the continents, by Edouard Charlemont, while Roy Miles acquired an English Provincial School pair of paintings of a King Charles Spaniel and a bitch with puppies for £630.

A mid-19th century satwood bookcase fetched £1,050, and a French gilt bronze and porcelain mantel clock of around 1870 made £880 (forecast £300-£500). Many of the items will probably be exported and the auction totalled £25,995 with only one lot unsold.

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TV/Radio

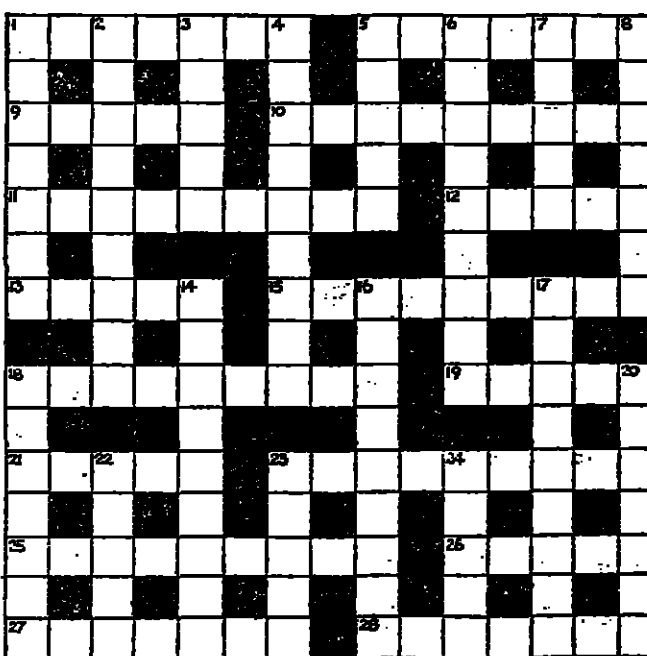
† Indicates programme in black and white.

BBC 1

7.05 a.m. Open University. 9.41 For Schools. Colleges. 12.15 p.m. On the Move. 12.45 News. 1.00 Pebble Mill. 1.45 Trumpton. 3.00 You and Me. 2.15 For Schools. Colleges. 3.30 The 60, 70, 80 Show. 3.58 Regional News (except London). 4.30 Play School. 4.55 The Wombles. 4.30 Jackanory. 4.45 Blue Peter. 5.10 John Crayen's Newsworld. 5.15 Sports Round the World.

5.45 News. 6.00 Nationwide. 6.45 To-morrow's World. 7.10 Top of the Pops. 7.40 Happy Ever After. 8.10 News. The Best Comes In. 9.00 News. 9.25 The Good Old Days. 10.10 The World Figure Skating Championships. 11.05 Omnibus. 11.30 To-night. 12.10 a.m. Weather / Regional News.

F.T. CROSSWORD PUZZLE No. 3,021



ACROSS

- From foreign country Sarah reaches Reading (7)
- Difficultly with foreign currency (7)
- Be niggardly with captain going round Maidenhead (5)
- Administrative area ordering conditional release to one Scots town (9)
- Timely word on wine by one in France (9)
- Place of course linked with Derby (5)
- Leaving to enclose right fern leaf (5)
- I am according to notes domineering (9)
- Wide of the mark going with sailor to win (5, 6)
- Follow Cockney female and take action (5)
- Daughter joins Russian boy on couch (5)
- Wrinkles that give a bird some status (5, 7)
- Best friend (mine) before tea break (9)
- Novel girl who was forever signalling caution (5)
- Countryside observed they say on railway (7)
- He steps out of way before horseman (7)

DOWN

- Hard work for the Socialists (4)
- String I went to twist (5)
- Oil supplier with many branches (5, 4)
- Happiness of English commander (5)
- Smoke is alien to Arctic people (7)
- Waste conductor with trousers of this kind (9)
- Female sportsman Irishman right on one ship (9)
- Suitable location for the rest of the natives (6, 3)
- Complex character from the 1940s (7)
- Burglar takes tern ere it changes (7)
- Pound put in flower-pot during dance (5)
- Cleaner youth leader becomes a nurse (5)
- Way to ventilate step (5)

Solution to Puzzle No. 3,020

ACROSS: 1. SARAH, 2. CURRY, 3. CAPTAIN, 4. DORSET, 5. VINO, 6. DERBY, 7. FERN, 8. DOMINEER, 9. SAILOR, 10. COCKNEY, 11. DAUGHTER, 12. WRINKLES, 13. SIGNAL, 14. COUNTRY, 15. STEPS.

All Regions as BBC 1 except at the following times:
Wales—1.45-2.00 p.m. Chigley. 5.15-5.40. Biddisford. 5.40-5.45. Crystal Tipps and Alistair. 6.00-6.45. Wales Today. 6.45-7.10. Heddlu. 7.10-7.15. Gwyn Hywel by Saunders Lewis. 10.55-11.05. It's a Small World. 11.05-11.30. World Figure Skating Championships. 12.10 a.m. News for Wales.
Scotland—8.41-10.01 a.m. For Schools. 6.00-6.45 p.m. Reporting Scotland. 11.05-11.30. Bonhams. 11.30-11.45. Talking Point (North and North-West. Transmitters only). 12.10 a.m. News Summary for Scotland.

Northern Ireland—8.35-9.00 p.m. Northern Ireland News. 6.00-6.45. Scene Around Six. 11.00-11.30. Two Million Pounds the Field. Galway Races 1975. 11.30 News and Weather for Northern Ireland.

England—6.00-6.45 p.m. Look North (from Leeds, Manchester, Newcastle). Midlands Today (from Birmingham). Look East (from Norwich). Points West (from Bristol). South Today (from Southampton). Spotlight South-West from Plymouth.

BBC 2

6.40 a.m. Open University. 7.00 a.m. Play School. 7.05 a.m. Open University. 7.20 a.m. News. 7.25 a.m. News. 7.30 a.m. News. 7.35 a.m. News. 7.40 a.m. News. 7.45 a.m. News. 7.50 a.m. News. 7.55 a.m. News. 8.00 a.m. News. 8.05 a.m. News. 8.10 a.m. News. 8.15 a.m. News. 8.20 a.m. News. 8.25 a.m. News. 8.30 a.m. News. 8.35 a.m. News. 8.40 a.m. News. 8.45 a.m. News. 8.50 a.m. News. 8.55 a.m. News. 9.00 a.m. News. 9.05 a.m. News. 9.10 a.m. News. 9.15 a.m. News. 9.20 a.m. News. 9.25 a.m. News. 9.30 a.m. News. 9.35 a.m. News. 9.40 a.m. News. 9.45 a.m. News. 9.50 a.m. News. 9.55 a.m. News. 10.00 a.m. News. 10.05 a.m. News. 10.10 a.m. News. 10.15 a.m. News. 10.20 a.m. News. 10.25 a.m. News. 10.30 a.m. News. 10.35 a.m. News. 10.40 a.m. News. 10.45 a.m. News. 10.50 a.m. News. 10.55 a.m. News. 11.00 a.m. News. 11.05 a.m. News. 11.10 a.m. News. 11.15 a.m. News. 11.20 a.m. News. 11.25 a.m. News. 11.30 a.m. News. 11.35 a.m. News. 11.40 a.m. News. 11.45 a.m. News. 11.50 a.m. News. 11.55 a.m. News. 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Greenwich Theatre

The Bells

by MICHAEL COVENEY

Justifying his naturalistic performance of *Le Juif Polonais* in 1939, the great French actor Coquelin is reported to have commented on Irving's more intense, romantic reading of the part in *Le Juif* as "a bit of a waste." Irving would have been arrested twice a week, my keeper would never have been detected.

Irving is reckoned to have revolutionised overnight the style of melodramatic acting with his portrayal of Mathias, hounded to suicide by the death of his wife, the ring of the murdered Jew's bells and the marvellous, Dostoevskian reconstruction of the crimes in a fevered dream. Freddie Jones, a superb actor, made his name as a middle class, middle-aged Coquelin and Irving, presenting a thoroughly credible picture of an esteemed burgomaster, full of self-righteousness, only to be brought down by the weight of his own sins.

The strangest of these attacks comes when, having hurried through the marriage contract between his sweet daughter, Anne (Morag Hood), and the French soldier, Christian (David Horovitch), he disrupts the wedding dance on a perverted impulse. The tinny music of the bells, bells, bells, bells, head is extended, with full theatrical bravura, to a large statement of inner anguish, rather like the device of the ghost in Shakespearean tragedy. This prepares the way for the trial in which Mathias relives the crime, and Mr. Jones achieves one splendid effect by expressing huge relief at what he takes to be the Jew's departure before he has had a chance to murder him. But even in the dream, he is betrayed by what really happened and the bells come

jangling back into earshot. Through the agency of a Parisian mesmerist (Bob Hornery), he suffers a dream within a dream, and the household bursts in upon the dying burgomaster, suffocating after an unreal vindication of a real deed.

Mr. Jones's performance is rivalling from start to finish, beautifully plotted and gathering power as his private hysteria reaches boiling point. But it needs a firmer production than that provided by Eric Thompson to gain its total effect. Mr. Thompson seems undecided as to whether he should understate the early scenes of plotting or give them with tricky lighting and heavy, obvious playing in the latter parts. He settles on the latter course, and although Nick Chilton's lighting works very well for emphasising Mathias's paranoia in contrast to the normal stage picture, only the resolution of the chief actor prevents the whole project from collapsing in a heap of tasteless whimsy.

The trial scene, however, is well staged, Mr. Jones sweating the out in downstage isolation with the force of justice, family and friends ranged in a forbidding, ethereal line behind a moving screen.

As a curtain-raiser, the company are given a feeble concert, with a variety of songs, some Victorian chestnuts of verse and song. To be enjoyable, this sort of nonsense needs to be extended with as much precision and affection as practised at the Players' Theatre in Villiers Street. Last night, paying customers could have been forgiven for feeling the premises at the deprived of Mr. Jones's interesting performance.

Soho Poly

Free Chicken Dinners

by MICHAEL COVENEY

Andy Smith's lunchtime play gives the off-the-wall comedy of the *Free Chicken Dinners* a Groucho Marx impression: Groucho as Caesar is attacked in the Capitol by two thinly disguised intergalactic chickens, one of them blessed with the line of Caesar: "Now this is the last of the muddled crew I fall to perceive, but I accepted it with huge relief after a stream of early alliterative nonsense involving the astral doggers' house for the One True Faith in the slipstream of some hideous global fall-out."

The author, dressed as a white bunny rabbit, sits at a piano and warms us that things are about to change. Not for the better, accompanying the three stage frolics.

Bishopsgate Hall, EC1

Miklos and Judit Szenthelyi

The City Music Society, whose Tuesday lunchtime concerts invariably bring forward worthwhile rising musicians, this week offered a first London platform to Miklos Szenthelyi, a 24-year-old Hungarian violinist, accompanied by his sister Judit. Mr. Szenthelyi is a thoroughly schooled player with a clear, pure, easily formed tone, almost always finely centred—the opener in an all-Brahms recital, the FAE Scherzo movement, found only few rough edges—and studiously projected. In the four Hungarian dances that ended the concert (one an encore) the sound was invigorating, filled with spice, attended by a fiery rhythmic drive that was well caught and echoed by Miss Szenthelyi. Memories of performances by politer, more civilised violinists were quite banished.

In the D minor Sonata (Op. 108) earlier on, there was a less complete matching of technique to music. Though the phrasing was broad, it was also unbending. The players seemed to have difficulty in catching at the continuity of the music, reacting only to the vigour of climaxes and racing through their preparation. There was also a distinctly un-winning refusal to respond to the emotional warmth of Brahms's richly layered textures, a sterner, less sensitive, more self-contained one of his tenderest and simplest slow movements. Miss Szenthelyi was sometimes the more sympathetic musician, but often the less steady technician—there were some wild sounds from the piano in the final pages of the Sonata. Both players needed to form a solid, more thoroughly considered view of the composer.

MAX LOPPERT

'Housewife-Superstar' for Apollo

Barry Humphries will star in *Housewife-Superstar!!!* at the Apollo, opening for an eight-week season on Tuesday, March 16. There will be a gala late night opening on March 16 at 11 p.m.; subsequent performances will begin at 8.30 p.m.

Housewife-Superstar!!! is written by Barry Humphries and produced by Michael White.

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Royal Academy of Arts, Closed 14 March



Luigi Alva and Teresa Berganza in the production of 'La Cenerentola' by the company of La Scala, Milan, at Covent Garden last night. Ronald Crichton will review this in to-morrow's paper

Record Review

Visitors to Italy

by RONALD CRICHTON

Mozart Lucio Silla. Anger. Varady. Mathis. Donath. Schreier. Krenn / Salzburg Radio and Mozarteum Chorus. Mozarteum Orchestra/Hager. 4 records in box. BASF 7822472 (£11.75).

Berlioz Harold in Italy. Imai/LSO/Davis. Philips 9500 026 (£3.10).

Berlioz Symphonie fantastique. Berlin/PO/Karajan. DG 2330 597 (£3.25).

Mozart's *Lucio Silla*, the last of his works for the Italian stage, though by no means his last Italian opera, was written in haste for Milan in November and December of 1772. The commission was the reason for this third and final visit to Italy, at the age of only 16. *Silla* was not given again in Mozart's lifetime, though his sister-in-law Aloisia Weber is said to have been fond of singing Guilia's arias. There have been a few revivals in the present century (the booklet for this recording does not mention the Camden Festival production of 1967, conducted by Charles Farncombe, with Margaret Curphy as Cecilia, and an English translation by Andrew Porter). Now that opera seria is being reconsidered, and Mozart's return to the genre at the end of his life in *La clemenza di Tito* restored to favour, attention is bound to be directed again to this youthful example.

Enthusiasm is better than lukewarm response. All the more, the introductory note by Gottfried Kraus pitches expectation too high. As the Camden production proves, *Lucio Silla* stands up to revival, more for the quality of individual arias than for sustained dramatic viability. But to describe the work as "an operatic masterpiece of unusual character" is going a bit far. Mozart certainly achieved a great deal under un-

promising circumstances. The arias were written swiftly, as the singers arrived in Milan and were tried out by Mozart. They included the castrato Raudini, who sang Cecilia, and the soprano Anna de Amicis, an old friend, for whom he wrote Guilia's impressive music. But the first tenor was ill and had to be replaced by a church singer incompetent on the stage, so Silla's arias were reduced to two and kept relatively simple.

Gamerra's libretto, about the Roman general Lucius Cornelius Silla, who at the end performs acts of manifold clemency worthy of Titus in the later opera, is uninspiring in spite of touches from the august hand of Metastasio. Nevertheless, there was enough to kindle Mozart to some exciting, beautiful, often highly ornate vocal writing. The scene in the vault where Guilia, upon whom Silla intends to force marriage, is unexpectedly reunited with her betrothed, the proscribed senator Cecilia, has strong atmosphere. There are some fine accompanied recitatives and one or two arias which score by their conviction—as Mozart came to realise during his operatic career, he tended to make his arias too long for the dramatic situation and often—

but not always—does so here. For the solo singing this recording, a co-production of BASF, the Austrian Radio, and the Mozarteum at Salzburg, may be highly recommended. Any one seriously interested in Mozart and in 18th century opera will want *Lucio Silla* anyway. Others should be warned that the production, though great in pleasure, there is a deal of recitatives about matters of much get up.

If Mozart had lived he would have been 75 when Berlioz went to Italy as a Prix de Rome student in 1831. Three years later came the symphony with

sure—the scoring, for a composer of such tender age, is amazingly assured, not least so in the arias with accompaniment for strings only.

Cecilio, the banished senator and his friend and fellow-conspirator Cilia are both breaches of the fact that in Berlioz's *Harold* with his own Italian experiences. Colin Davis's new recording with the Japanese violinist Nobuko Imai and the London Symphony Orchestra, has the immediacy and deep understanding which make him a superb Berlioz conductor. That understanding includes a sense of proportion and a sure grasp of the fact that in Berlioz's classical reticence, all appearances to the contrary, is of greater importance than romantic dappledness. Davis has long shown an exceptionally happy touch with the finale of this work, distinguishing between an orgy of mere human brigands and the satanic supernatural revels depicted in the corresponding movement of the *Fantastic Symphony* conducted who fail to make that distinction will find that the viola solo goes puny.

All through *Harold* one feels that Berlioz is the perfect gramophone composer—in a recording studio, of course, the balance between viola and orchestra, tricky in the concert hall even with a tone as full as Mr. Imai's, can be guaranteed. I awaited a similar feeling from Karajan's new *Fantastic Symphony* with the Berlin Philharmonic, but in spite of stunning playing and surface quality, was left hungry. Only once, in the March to the Scaffold, does the tempo feel absolutely right (in *Harold*, Davis convinces every time). In the Roman pastoral, where Davis in his recent Festival Hall performance with the LSO fell slightly below expectation, Karajan is sluggish and rather dull in spite of detail marvellously realised. He omits the first movement repeat, though there is plenty of room for it. For the finale he has a magnificent resonant bell, recalling a German city on Saturday afternoons when the air vibrates with deep tolling. London orchestras, with their tiny tubes, should investigate.

Gaslight, the Victorian thriller by Patrick Hamilton, will open at the Criterion Theatre on Wednesday, March 24, starring Apton Rodgers, Peter Vaughan and Nicola Pasetti. Preview commences 6a March 18.

Paris theatre

Claudel and Wedekind

by MICHAEL PEPPIATT

The new production of Claudel's *L'Echange* at the Théâtre de la Ville until March 13 has two immediate advantages: Jean-Pierre Ragnoli's set is a semi-circular sweep of aluminum, like a vast dulled mirror, and the shock of the play's verbal beauty, admirably communicated from the start. Better still, these advantages are maintained all the way through. One never tires of this subtly reflecting background, which intensifies the action on stage in almost subliminal way. And Claudel's poetry, come across with such power of freshness that one barely has time to respond to an image before it is past and replaced by another.

Anne Delbecq, who directs this curiously beautiful play about desire and destruction in ten couples' exchange of partners, shows how undated Claudel can remain (*L'Echange* was written in 1893-94, when Claudel was in his mid-20s; he revised it in 1950-51). I was particularly struck by the naturalness with which his poetic vision unfolds; however exuberant or cosmic his imagery, it seems to spring directly from a specific sensation, as though the words formed with the feeling (rather than being the result of any deliberate literary creation). But not only does the intensity of the images not seem forced; it also suspends one's everyday sense of logic and allows one to follow the whole play at a poetic level.

English Stage Company's 20th anniversary season

The following plans are announced for the Royal Court: From April 20 the Schiller Theatre Berlin, will give 10 performances of Samuel Beckett's own production of *Waiting for Godot*. This will be followed by a triple bill and *Endgame* in repertoire. The triple bill comprises *Play* and two new Beckett works. The first was written for and played by Patrick

This would not be possible, of course, without excellent actors. Martine Chevalier as Marthe (the faithful wife), Jean-Claude Dumont as Louis (her fierce, adolescent dreamer of a husband), Genevieve Paze as Lecky (the actress), and Jean-Claude Dreyfus as Thomas (the poet). Claudel's play is a masterpiece of dramatic construction and poetic language. It is a play that has been written for the stage, and it is a play that has been written for the stage.

However provocative or inventive Wedekind may have seemed to people around the turn of the century, I do not think—on the strength of a recent, most laudable production of *Spring's Awakening* at the Théâtre de la Ville, and the Théâtre de la Ville's current *Lulu*—that he has worn at all well. I found both plays, the former, in particular, heavy, complex in the point of incomprehensibility, and not markedly theatrical. But he is clearly back in fashion.

Jeanne Moreau plays this *Lulu*, and much as one might admire her as an actress, it's difficult not to feel right away that the role calls for a younger, perhaps more voluptuous, woman. The programme note suggests that *Lulu* is not a femme fatale, but on the contrary the most innocent person on the stage, because she is a human being who acts simply, with total sincerity, freely following her nature.

This naive reckoning does in fact sum up the way Jeanne Moreau plays *Lulu*. She walks a tightrope of lecherous old men, passionate middle-aged men and inflamed youths as though her mind were simply elsewhere—on trout-fishing or dolls, but certainly not on the havoc her sensuality is wreaking. With men dying to left and right because of her, such "innocence" comes to seem like extreme simple-mindedness.

Claude Rony has directed the play, and anyone who saw his production of Peter Handke's *The Night of the Queen of Sheba* will know how much he has won from the staccato delivery of lines that he favours (though, thankfully, it is less obtrusive this time). This increases the feeling of the play's artificiality, which grows to such an extent in the second half that everything, including *Lulu's* death, becomes quite abstract. Nevertheless, dotted among these shortcomings were a number of positive points: the overall evenness and impeccable pose of Jeanne Moreau's acting; Roland Bertin as the witty yet impassioned Dr. Ludwig Schön; and the sets by Rodu and Miruna Boruzsen, which even if they didn't always coincide with the overall tone of the production, were interesting in themselves.

New End

Wild Orchids

by B. A. YOUNG

On Tuesday I saw the dress rehearsal of *Wild Orchids* by domestic row. The time comes when the consequences of each family of the kind that in fiction characters' entrance can be so gave rise to *Cold Comfort Farm*, accurately forecast that all in-gone, Ben the farmer (the reconciliation of Ben and Marie, third Ben in a week) has a mistress; his elder daughter Bess has a lover. Bess's wife Marie has been acting frigid for years. His second daughter Lucy has been to university and was in the local library, she has a pony but not so far a man.

Here is a waste nest of potential trouble, and the trouble happens. The scene is apparently new to Frank White, who (one must suppose) has not met Hardy and he has contained himself with the creation of the stifling, agitated atmosphere without providing much of a story. What we see is only the making of the mess, one else as a nitwit but who seemed to me to be the brightest needed to spark off a little of domestic row and then wander off so that some other characters

Book Reviews on Page 24

Gerold Chapman, the director, has even accompanied it with a tape of Schumann's "Im wunderschönen Monat Mai."

Godfrey Jackson as Ben, June Brown as Marie, Anna Pitt as Bess, Sandra Fries as Lucy and John Flint as Bess's husband Geoff, who is regarded by every one else as a nitwit but who seemed to me to be the brightest needed to spark off a little of domestic row and then wander off so that some other characters

Festival Hall

Dorati/Stern/RPO

by RONALD CRICHTON

With Isaac Stern as soloist in two concertos, the Royal Philharmonic Orchestra packed the hall on Tuesday with a programme of vintage (vintage) soon after Glinka's *Haydn*, Mozart, Prokofiev and Stravinsky. Stern took time to make much of the wags, procrustean, Concerto (K.219): many phrases were eloquent, but the note of managed, in spite of all his young rapture which characterises these concertos was not Dorati's *Finale*, with a responsive RPO, was strongly articulated, bracing, a little curt in the phrasing of the melodies.

Haydn's Oxford Symphony at the beginning of the evening really made a deeper musical effect than anything else with its phrasing, a little curt in the phrasing of the melodies. The playing was like a fraction flinty in a way admirers of Dorati's complete recording of the symphony will have recognised with pleasure. The music was made unequivocally evident, from the rhythmic teasing of the trio to the strange feeling of lingering regret in the slow movement, echoed (in a dream-like quality, fortunately quite different way) in the that came by the end of the first

Brighton Festival

The theme for this year's Brighton Festival, which opens on May 4, is "Phantasmagoria—the world of fantasy, fair and showmanlike." The festival's programmes have been designed to reflect this idea. And include Britten's *Turn of the Screw*, Rossini's *Cinderella*, Mozart's *The Magic Flute*, Berlioz's *Symphonie Fantastique*, Richard Strauss's *Ein Heldenleben*, and Mendelssohn's *A Midsummer Night's Dream*.

Among over 30 major events is the first visit to Britain of the famous German festival opera from Ludwigshafen with the Brighton Festival Chorus in cast, chorus and orchestra Verdi's *Requiem*.

'Gaslight' for Criterion

Gaslight, the Victorian thriller by Patrick Hamilton, will open at the Criterion Theatre on Wednesday, March 24, starring Apton Rodgers, Peter Vaughan and Nicola Pasetti. Preview commences 6a March 18.

Northern Sinfonia in Leipzig

The Northern Sinfonia Orchestra will present two concerts in Leipzig as part of this year's trade fair. The concerts, sponsored by the British Council, will be given on March 19 and 20 in the Ailes Rathaus.

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WORLD TRADE NEWS

Venezuelan order for Ericsson

By John Walker

STOCKHOLM, March 3. CANTV, the Venezuelan telephone administration, has placed an order worth \$15.5m with the Swedish L. M. Ericsson telephone company. The order is for the delivery of FDM multiplexing equipment for system capacities from 120 up to 2,700 channels and will be installed by the administration at numerous locations throughout the country. Deliveries will commence this year and will be completed in 1979.

This order follows two earlier ones from the Venezuelan administration for the delivery of exchange equipment. The first was valued at \$25m, and the second in October last year for similar equipment for \$23m.

At the same time L. M. Ericsson state that they will own 40 per cent of the shares of a new company to be formed in Iran — Simco Ericsson — which will manufacture installation lines and low tension cables for use in Iran.

U.K. buys more clothes from Hong Kong

BRITAIN bought 156m. worth of clothes, mostly trousers, shirts and sweaters, from Hong Kong last year. It was a rise of 16.8 per cent over 1974 and included suits and coats for men, women's suits, coats, skirts, dresses and blouses, but it only secured for the U.K. third place as a market for Hong Kong's clothing exports.

First place was taken by the U.S. which bought Hong Kong clothing worth \$308m., an increase of 28 per cent over 1974. The next most important customer was West Germany which bought \$153m. worth, a rise of 8 per cent, which accounted for 19 per cent of all Hong Kong's clothing exports.

Clothing exports to the entire European Economic Community in 1975 were valued at \$303m., a rise of 10 per cent over 1974.

Lack of major Soviet orders disappoints Britain

By Margaret Hughes

THE OVERALL outlook for British exports may be encouraging following the pick up in the final quarter of last year, but some markets continue to disappoint. This is clear from the written parliamentary reply from Mr. Peter Shore, Secretary of State for Trade to the subject of British sales to the Soviet Union.

In February of last year the Prime Minister Mr. Harold Wilson returned from Moscow having concluded a new Anglo-Soviet trade agreement. This provided for 1950m. worth of cheap British credit covering Soviet contracts over a five-year period. A year has now passed since the signing of this deal and, according to Mr. Shore's statement, the Soviet Union has so far taken up only some £25m., with no more than £24m. worth of further business at an advanced stage of negotiation. Most of this business involves small orders covering a wide range of products, rather than the large capital goods exports which the U.K. had been hoping for.

Japan takes less Chinese oil

By Peter Duminy

THE TREND of reduced oil deliveries from China to Japan this year is confirmed by the first of the bilateral contracts to be signed for 1976. It is reported from Peking that the China Importing Council, the Tokyo-based consortium, has signed an agreement for 2.1m. tonnes of crude, a reduction of 12.5 per cent from last year's 2.4m. tonnes.

The other, and normally larger, buyer is International Petroleum, the so-called Osaka group, which imported 5.7m. tonnes of Chinese oil last year. Its agreement is not expected to be finalised for some time yet, but a spokesman for the semi-official Japan-China Economic Committee said today that this consortium's commitments may be cut by as much as 1.7m. tonnes.

If that occurs, Japanese im-

ports would be 25 per cent lower this year, at 8.1m. tonnes, the first setback since the Sino-Japanese oil trade began in 1973. Deliveries more than doubled last year to 8.1m. tonnes, from about 3.8m. tonnes (4.5m. kilolitres) in 1974. There were confident predictions late last year that the 10m. tonne milestone would be reached this year.

The latest figuring may throw new light on the sudden contraction of Chinese oil shipments to Japan last month. Each consortium apparently received only 200,000-250,000 tonnes—little more than half the volume expected.

The Japanese claimed to be mystified by this. But reduced shipments would obviously have amounted to intelligent anticipation of reduced contracts this

year. Now that these are now virtually an established fact it is much easier to see that it suits Japan's refining industry (which can get all the oil it needs more cheaply from other sources this year) than to identify any advantage for the Chinese.

China ran a \$731m. trade deficit with Japan last year and its need of foreign exchange is believed to be acute. Perhaps the main reason why the Chinese may be willing to settle for lower shipments in 1976 is that they are at present negotiating a type of barter deal with the Japanese. The probable basis is that Japan will ship between \$1.5bn. and \$2bn. of steel products to China forthwith, and in return will import increased quantities of Chinese oil over a five or 10-year period, beginning in 1977.

Production starts at former BL plant

By Terry Dodsworth

SEAT, the Spanish car company in which Fiat holds a 33 per cent interest, has begun production at the former British Leyland plant in Pamplona which it took over last year.

Two-shift production of the 124D model is planned for the factory, with the first assembly line due to reach a capacity of 200 vehicles a day shortly. The plant has been placed in operation less than five months after the takeover.

SEAT was persuaded to take on the BL concern by the Spanish Government, which was anxious to save the jobs of 1,650 workers in the company. All of these men have been absorbed by the Spanish company. So far SEAT has produced 675,000 units of its version of the 124.

EEC moves on Brazilian hard board imports

BRUSSELS, March 3

ANTI-DUMPING proceedings against wooden hardboard exports from Brazil to the EEC have been opened by the EEC Commission, a spokesman announced today.

Commission action followed a complaint by the European Hard Board Manufacturers Federation alleging that because of dumping and Government subsidies, wooden hard boards exported by Brazil to the EEC are sold at prices 40 per cent below those charged in Brazil.

The Federation also argues that Brazilian exports to the EEC of hard boards, rose to 20,000 metric tons in the first eight months of 1975 from 16,000 tons in 1973.

Recovery in Japanese investment overseas

By Charles Smith, Far East Editor

TOKYO, March 3.

DIRECT OVERSEAS investment approved \$3.5bn. worth of overseas investments.

Recovery in the overseas investment figures reflects Japan's increased confidence in its balance of payments situation.

Also some Japanese industries are beginning to make plans for raw material development and other overseas projects in the period of "moderate" economic growth which is expected to follow the present recession.

However, the figures also reflect the fact that one or two very major (but also very long term) projects were finalised during 1975 after negotiations which had continued in some cases for several years. The investment level achieved in 1975 when the Finance Ministry most important of these was the

Y250bn. (\$550m.) Asshan alumina project to which Japan finally committed itself last summer under strong political pressure from Indonesia.

Deduction of the Asshan project from the total value of investment approvals would leave the figure only marginally above the previous year's level. But this should not necessarily be taken as invalidating the fact of an investment recovery. Japan would not have agreed to go ahead with the Asshan project if the aluminium industry had not felt confident enough about its long term future to back it. The Government had been unable to carry the burden.

More aid urged to offset third world debt problems

By Kevin Rafferty

THE TEN-MAN Commonwealth Group of Experts have suggested that there should be trade measures to increase the export earnings of the poorest countries; and that the poorest countries should be encouraged to diversify their economies.

The experts will report that the very poorest countries (those with per capita income of less than \$200) are in a desperate plight. The background is that last year total balance of payments deficits of the non-oil developing countries came to \$35bn. (\$17.5bn.). The poorest of the poor countries last year could only manage a 2 per cent growth, and when account is taken of the rise in population this was minus 3 per cent in per capita terms.

Given the structure of world trade, smaller balance of payments deficits would mean even lower growth for the poorest countries. Yet the oil nations are running down their balance of payments surpluses, and most of the poor countries are at the edge of their creditworthiness.

In the circumstances the Commonwealth experts suggest that the financing facilities of the International Monetary Fund should be enlarged; that the rich countries of the world should give more aid especially to the poorest, particularly by helping

with debt relief, that there should be trade measures to increase the export earnings of the poorest countries; and that the poorest countries should be encouraged to diversify their economies.

The experts group which was chaired by Mr. Allister McIntyre, secretary of the Caribbean community, points out that the conditions for borrowing from IMF are often too restrictive for the poorest countries, and that top of this the fund is slow to respond. Many developing countries have to wait within a few days but it typically takes six months to draw a tranche from the fund. Last year only a handful of poor countries took their first tranche from the fund.

OPEC aid may decline

By Rupert Cornwell

PARIS, March 3.

THE FLOW of aid from OPEC to member countries to the rest of the developing world climbed well above the aid target of 0.7 per cent of GNP officially in 1974, but fears are growing that the trend will level off or even decline in 1976.

The figures are contained in a statistical document prepared by the Development Aid Division of the Paris-based OECD, and as far as possible exclude military assistance. Not counted as well are the three non-aid-giving members of OPEC—Ecuador, Gabon and Indonesia.

The total of concessional aid from the oil-producing nations containing a grant element of at least 25 per cent—rose to \$2.59bn. from \$2.54bn. in 1975—that is, disbursements. Although it fell as a proportion of gross national product

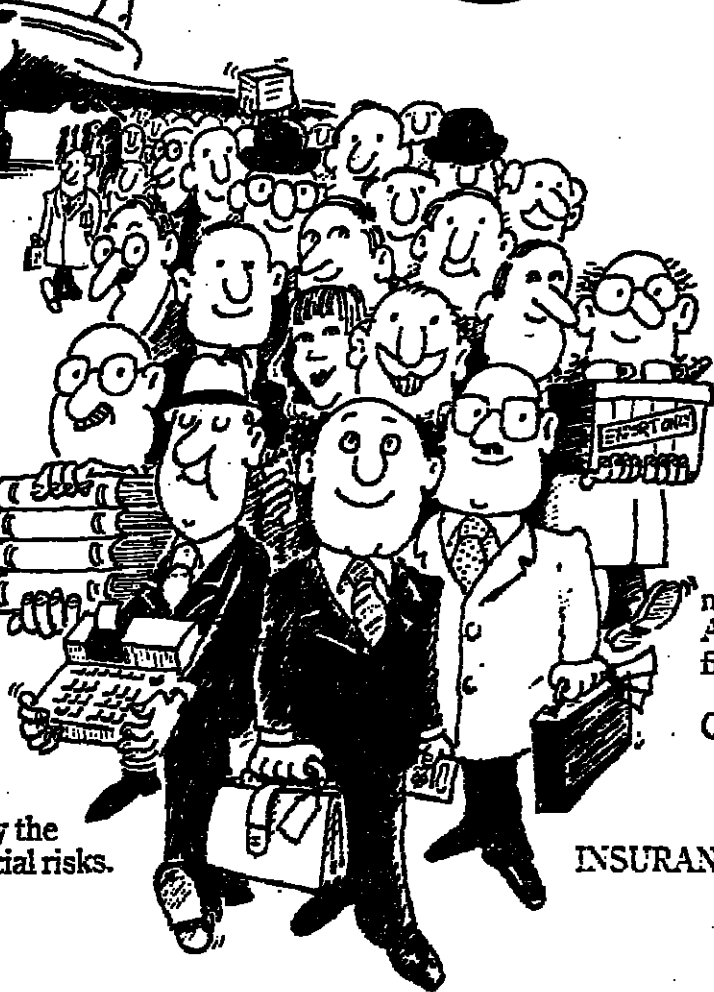
to 1.28 per cent from 1.40 per cent in 1974, such assistance is well above the aid target of 0.7 per cent of GNP officially in 1974, but fears are growing that the trend will level off or even decline in 1976.

Commitments of assistance from OPEC also rose, but less sharply, to \$9bn. from \$8.6bn. Of this, \$4.1bn. was in the form of concessional aid, and \$4.9bn. of other official flows, granted on less generous terms.

Not surprisingly, the biggest OPEC donor in 1975 was Saudi Arabia, with \$903m. of concessional aid. The OECD statistics show that the bulk of bilateral aid from OPEC, which excludes funds channelled to international institutions, went to Arab countries.

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NOTICE OF REDEMPTION

To the Holders of

THE INDUSTRIAL BANK OF JAPAN FINANCE COMPANY N.V.

9 1/4% Guaranteed Notes Due 1983

NOTICE IS HEREBY GIVEN that, pursuant to the provisions of the Indenture dated as of April 15, 1975 providing for the above Notes, \$1,400,000 principal amount of said Notes bearing the numbers set forth below have been selected for redemption on April 15, 1976, through operation of the Sinking Fund, at the redemption price of 100% of the principal amount thereof, together with accrued interest thereon to said date:

NOTES OF \$1,000 EACH

16	2006	4088	6377	8546	10627	12632	14565	16522	18492	20477	22482	24497	26522	28557	30602	32657	34722	36797	38882	40977	43082	45197	47322	49457	51602	53757	55922	58102	60297	62502	64717	66942	69177	71422	73677	75942	78217	80502	82802	85117	87442	89777	92122	94477	96842	99217	101602	104002	106417	108842	111277	113722	116177	118642	121117	123602	126102	128617	131142	133677	136222	138777	141342	143917	146502	149102	151717	154342	156977	159622	162277	164942	167617	170302	172997	175702	178417	181142	183877	186622	189377	192142	194917	197702	200497	203302	206117	208942	211777	214622	217477	220342	223217	226102	228997	231902	234817	237742	240677	243622	246577	249542	252517	255502	258497	261502	264517	267542	270577	273622	276677	279742	282817	285902	288997	292102	295217	298342	301477	304622	307777	310942	314117	317302	320497	323702	326917	330142	333377	336622	339877	343142	346417	349702	352997	356302	359617	362942	366277	369622	372977	376342	379717	383102	386497	389902	393317	396742	400177	403622	407077	410542	414017	417502	421002	424517	428042	431577	435122	438677	442242	445817	449402	452997	456602	460217	463842	467477	471122	474777	478442	482117	485802	489502	493217	496942	500677	504422	508177	511942	515717	519502	523297	527102	530917	534742	538577	542422	546277	550142	554017	557902	561802	565717	569642	573577	577522	581477	585442	589417	593402	597402	601417	605442	609477	613522	617577	621642	625717	629802	633902	638017	642142	646277	650422	654577	658742	662917	667102	671297	675502	679717	683942	688177	692422	696677	700942	705217	709502	713802	718117	722442	726777	731122	735477	739842	744217	748602	753002	757417	761842	766277	770722	775177	779642	784117	788602	793102	797617	802142	806677	811222	815777	820342	824917	829502	834102	838717	843342	847977	852622	857277	861942	866622	871317	876022	880742	885477	890222	894977	899742	904522	909317	914122	918942	923777	928622	933477	938342	943222	948117	953022	957942	962877	967822	972777	977742	982717	987702	992702	997717	100277	100782	101287	101792	102297	102802	103307	103812	104317	104822	105327	105832	106337	106842	107347	107852	108357	108862	109367	109872	110377	110882	111387	111892	112397	112902	113407	113912	114417	114922	115427	115932	116437	116942	117447	117952	118457	118962	119467	119972	120477	120982	121487	121992	122497	123002	123507	124012	124517	125022	125527	126032	126537	127042	127547	128052	128557	129062	129567	130072	130577	131082	131587	132092	132597	133102	133607	134112	134617	135122	135627	136132	136637	137142	137647	138152	138657	139162	139667	140172	140677	141182	141687	142192	142697	143202	143707	144212	144717	145222	145727	146232	146737	147242	147747	148252	148757	149262	149767	150272	150777	151282	151787	152292	152797	153302	153807	154312	154817	155322	155827	156332	156837	157342	157847	158352	158857	159362	159867	160372	160877	161382	161887	162392	162897	163402	163907	164412	164917	165422	165927	166432	166937	167442	167947	168452	168957	169462	169967	170472	170977	171482	171987	172492	172997	173502	174007	174512	175017	175522	176027	176532	177037	177542	178047	178552	179057	179562	180067	180572	181077	181582	182087	182592	183097	183602	184107	184612	185117	185622	186127	186632	187137	187642	188147	188652	189157	189662	190167	190672	191177	191682	192187	192692	193197	193702	194207	194712	195217	195722	196227	196732	197237	197742	198247	198752	199257	199762	200267	200772	201277	201782	202287	202792	203297	203802	204307	204812	205317	205822	206327	206832	207337	207842	208347	208852	209357	209862	210367	210872	211377	211882	212387	212892	213397	213902	214407	214912	215417	215922	216427	216932	217437	217942	218447	218952	219457	219962	220467	220972	221477	221982	222487	222992	223497	224002	224507	225012	225517	226022	226527	227032	227537	228042	228547	229052	229557	230062	230567	231072	231577	232082	232587	233092	233597	234102	234607	235112	235617	236122	236627	237132	237637	238142	238647	239152	239657	240162	240667	241172	241677	242182	242687	243192	243697	244202	244707	245212	245717	246222	246727	247232	247737	248242	248747	249252	249757	250262	250767	251272	251777	252282	252787	253292	253797	254302	254807	255312	255817	256322	256827	257332	257837	258342	258847	259352	259857	260362	260867	261372	261877	262382	262887	263392	263897	264402	264907	265412	265917	266422	266927	267432	267937	268442	268947	269452	269957	270462	270967	271472	271977	272482	272987	273492	273997	274502	275007	275512	276017	276522	277027	277532	278037	278542	279047	279552	280057	280562	281067	281572	282077	282582	283087	283592	284102	284607	285112	285617	286122	286627	287132	287637	288142	288647	289152	289657	290162	290667	291172	291677	292182	292687	293192	293697	294202	294707	295212	295717	296222	296727	297232	297737	298242	298747	299252	299757	300262	300767	301272	301777	302282	302787	303292	303797	304302	304807	305312	305817	306322	306827	307332	307837	308342	308847	309352	309857	310362	310867	311372	311877	312382	312887	313392	313897	314402	314907	315412	315917	316422	316927	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Mozambique declares 'war' on Rhodesia: FT correspondents in Southern Africa and London examine the implications of the move

More pressure on Smith but not a knockout blow

By Tony Hawkins

Salisbury, March 3.

RHODESIAN businessmen reacted calmly to the announcement that the Mozambique border would be closed to all traffic. Both organised commerce and industry expressed surprise and concern, but no panic. It had been expected that both government and business had undertaken contingency planning against this possibility.

The reaction of Rhodesian businessmen was, at least, some businessmen felt to be complacent. The closure was "an annoyance and unnecessary inconvenience which we anticipated," said one businessman. "It is a matter of when, not if, it will happen."

For some time, officials of the Government had been making plans for the possibility of a closure. It was expected that this would be put into effect as soon as required.

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Botswana were to cut the rail way through Botswana to South Africa it would be a knockout blow (though not a knockout). But what is more significant is the possibility that South Africa may find it extremely difficult (perhaps for diplomatic and political reasons rather than genuine economic ones) to handle more Rhodesian exports. It would, however, be wrong to exaggerate this possibility because ever since 1974, South Africa has had it in its power to turn the economic screws on Rhodesia, but has failed to do so.

Many different sectors of the economy will be affected. First, and most directly, those exporting manufactured goods both to Malawi (one of Rhodesia's three main export markets for manufacturers) and Mozambique. Air Rhodesia has already suspended flights to Malawi and Mozambique. The airline has assumed that the communications ban applies to overflying rights.

Exporters of bulk goods may lose orders because of delays and may well find that the cost of exporting through South Africa is higher than through Mozambique. In addition, there is the loss of both Rhodesian assets in Mozambique and of goods in transit. One estimate is that there are some 16,000 tonnes of maize in Mozambique ports which will be lost.

The effects on Rhodesian payments must be adverse—not only because of the loss of export earnings and of irrevocable earnings from transit traffic for Zaire, Zambia (despite the border closure with Zambia itself), Botswana and Malawi. Costs of both importing and exporting may increase, especially from the higher South African rail rates announced today.

All in all, the border closure, while not unexpected, would appear to be based on the belief that Rhodesia is ripe for a "quick kill." Clearly none of the Southern African states can want to see a prolonged border closure and President Machel may well have calculated that his move will provide the extra push necessary to ensure further major concessions from Mr. Smith in the constitutional talks.

Finally, there is the impact on Rhodesian morale. Share prices fell on the Rhodesian stock exchange this afternoon and businessmen and investors alike wondered just how long the country can continue to bear up under the weight of bad news.



Members of Rhodesia's security forces pausing during a patrol in their border operational area. The Rhodesia-Mozambique frontier, writes Tony Hawkins, is 1,000 kilometres long and Rhodesia lacks the manpower to patrol it at all adequately. Consequently the guerrillas' scope for increasing their border incidents is considerable, leading to

increased pressure on the Rhodesian Government to strike across the border at the guerrillas, whose strength, estimates suggest, is 2,000 to 3,000 with some 8,000 under training elsewhere, mainly in Tanzania. The main guerrilla camp is thought to be in northern Mozambique, but there appear to be many small camps near the frontier with Rhodesia.

U.K. pledge of £15m. as aid for sanctions

By Quentin Peel

COMMONWEALTH Governments are likely today to be "reminded of their obligation" to provide financial assistance to Mozambique to take account of the cost of imposing sanctions on Rhodesia.

The Commonwealth Sanctions Committee is holding a special meeting today in London, called at the request of Tanzania to discuss the position of Mozambique. The committee is expected to ask the Commonwealth Secretariat to investigate how that country can best be helped to bear the cost.

It is understood that Mozambique itself has not made any specific request for aid. But the Commonwealth heads of government, at their summit meeting last year in Kingston, Jamaica, agreed to provide "immediate financial assistance" on independence. Their final communiqué "emphasised the importance of taking immediate practical steps to assist an independent Mozambique in applying sanctions."

Vorster can still rescue Salisbury

By Stewart Dalsey

Johannesburg, March 3.

WHILE South African government officials at all levels maintained a stolid silence on the news of Mozambique's belated statements today, it is clear that in a purely technical sense, Prime Minister John Vorster is in a position to rescue Mr. Ian Smith. The question is whether politically he can afford to do so.

With external events flying at him so fast (first the collapse of the factions he supported in the Angolan war and now Mozambique's militant attitude) Mr. Vorster's policy of détente is now

in limbo and he has been pushed further into a corner. Rhodesia has been trying to move away from its dependence on Mozambique and has been helped by the opening of the Rutenburg belt bridge line just inside South Africa, which links up with the main rail lines down to Johannesburg and thence to Durban. Rhodesia now has two rail spurs into the republic, the other being the line through the town of Mafeking. This Republic's overused ports. The Government could also take more trains carrying 6,000 tons daily.

It would be a severe blow if it were cut off, although this seems unlikely, since Sir Seretse Khama's government in Botswana derives considerable revenue from the transit.

Mr. Vorster could help get Mr. Smith off the hook if he wanted to without too much dislocation to his own economy even if, as predicted, the South African economy does pick up and there is, through increased exports, greater pressure on the Republic's overused ports. The Government could also take more trains carrying 6,000 tons daily.

But observers believe that Mr. Vorster may not wish to do all the way in helping Mr. Smith because it would further erode South Africa's already frayed exercise in détente.

Mr. Vorster will probably attempt a compromise. Without overtly saying he is bailing out Mr. Smith, he will probably, allow some escalation of Rhodesian trade through South Africa. Whether this will be enough to keep Rhodesia economically viable over even the medium term remains to be seen.

The economic peril facing Mozambique

By James Buxton

THERE IS little doubt that Mozambique will suffer economically at least as much as Rhodesia by imposing sanctions. Rhodesia, anticipating yesterday's move, had cut down the proportion of its trade using the railways to Beira and Maputo (Lourenço Marques). This trade had been an important earner of foreign exchange for Mozambique.

At the same time Mozambique has been importing from Rhodesia significant quantities of food and industrial products—particularly maize and every-day industrial goods. Some 36,000 Mozambicans work in Rhodesia, and Rhodesia could prevent repatriation of funds.

The railways themselves have hitherto been important revenue earners for Mozambique, but with the imposition of sanctions both the lines between Dondo (which lies inland from Beira) and the Rhodesian border, and similarly between Maputo and the border, will become virtually dead, leading to unemployment among railwaymen and at the ports they serve.

Because of the layout of railways in this part of Africa (see map) the closure of the border will prevent Mozambique getting revenue from traffic between South Africa and Malawi (which goes through both Rhodesia and Mozambique) and from traffic between Botswana and Maputo. South African exports to northern Mozambique will be halted. Traffic from Zaire to

Mozambique ports will end. The city of Beira—the second largest in Mozambique—can expect economic decline as its port loses business.

These blows will strike at an economy which has already been gravely weakened by the departure of most of the Portuguese from Mozambique, leaving the civil service and businesses operating on a shoe string. But there is little doubt that President Samora Machel is taking on new economic problems with his eyes open.

Indeed, his government has since independence in June last year, made a virtue of the fact that the Africans are mostly very inexperienced in Mozambique, and used this as an opportunity for trying to sweep away all vestiges of the past

and to develop self reliance. Part of his speech yesterday was devoted to encouraging Africans to step up agricultural output to make up for the shortfall in imports.

Even if Mozambique does get the £24m. a year in outside aid which it is estimated it would need to withstand the effect of its sanctions, it must be questioned whether any sum would be able to ensure that there are no internal difficulties. Extra finance may be able to compensate for lost imports, but it can hardly prevent unemployment. The effectiveness of most Government organs in Mozambique is considered low. The security forces may be required to maintain order inside the country as well as fighting a

guerrilla war against Rhodesia.

No deal has been finalised, although Britain has now contributed some £300,000 through the UN refugee aid programme. Talks are still expected to take place later this year.

It has still not been decided whether the Commonwealth countries should offer aid to Mozambique individually, through the Commonwealth Secretariat, or through the UN Sanctions Committee.

There may also be proposals at today's meeting for a further extension of sanctions against Rhodesia. These could include pressure on Botswana to restrict Rhodesian use of the railway line from Bulawayo to Mafeking through its territory.

While the Mozambique decision to impose sanctions was not apparently dependent on any promises of aid, some support is vital to that country's economy, because of its reliance on imports from Rhodesia and exports to its neighbour for foreign exchange.



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OVERSEAS NEWS

THE CAMPAIGN AGAINST TENG HSAIO PING

THE POWER STRUGGLE in Peking is apparently going against Teng Hsiao ping. If so the speed of his second fall from grace in ten years has been far more rapid than his first during the Cultural Revolution.

It took many months for his enemies to dispose of Mr. Teng at the outset of the Cultural Revolution. This time his political eclipse has been accomplished in a few weeks.

On February 9 the first posters began appearing in the universities denouncing him. By last week-end Teng was being named directly on university posters in Peking, and referred to as "that Capitalist Road" in the People's Daily, which did not, however, name him explicitly.

A trade mission to China was told by a Chinese official that Teng had had a chance to remodel himself but had failed to rise to the occasion and it was "now too late." At the start of classes at Peking University on Tuesday, students were told he could be classed with the traitors Liu Shao-chi and Lin Biao.

Teng Hsiao-ping is probably headed for oblivion and his second bout of self-criticism and reform through labour. His enemies had less immediate success in 1966. In the early stages of the Cultural Revolution he was in good standing with a record which already showed him twice deputising for Chou En-lai during the premier's overseas visits.

He escaped denunciation at the eleventh plenum of the ninth party congress at which Liu Shao-chi, one time hero and heir apparent to Mao, was attacked and demoted. He survived until December of last year, when he made his last public appearance, for seven years.

If the speed of his latest demise has been unusual and the vicious directness of the charges new, Teng will at least be familiar with the accusations against him. Ten years ago he was accused of sabotaging the socialist education campaign and opposing the agricultural policy—both criticisms which have been levelled against him again this time.

The events of the past few weeks have surprised all the

War for Mao's ear

BY A SPECIAL CORRESPONDENT



Trials of Teng (left).



Peking university posters attacking "Capitalist roaders" have been aimed at the Vice-Premier.

exports here. The succession had seemed assured and the future path for China so carefully mapped out by Chou towards economic development and modernisation.

The balance of forces within the politburo seemed to favour the moderate pragmatic elements, as Chou had planned that it should.

But the balance of forces within the politburo is less important in contemporary Chinese politics than the ability of any faction within the politburo to reach the ear of Chairman Mao. The radical elements have far better access to the frail and ageing leader than the moderate groups. The fact is not surprising, given that the radicals include Chiang Ching, who happens to be Mao's wife.

But those who seem to have won Mao's official backing for

the anti-Teng campaign appear to be anxious to ensure the need to maintain order in the present fluid situation. They may emphasise class struggle as more important than stability, unity, or economic development combined. But they also want to assure people that stability will be maintained, and that the campaign is an orderly and disciplined one.

Even the radicals are well aware that last year's good production figures were due as much to the relative stability, which prevailed in the community, as to class struggle.

In the interests of stability they are unlikely to force Teng groups to make a public confession. A tenuous stability when there is no confession could unleash disruptive forces which Teng's detractors are anxious to keep carefully under control, mindful of the near chaos which resulted

'Capitalist road' may have to step down

HONG KONG, March 3.

CHINESE senior vice-premier Teng Hsiao-ping may be forced to step down in the campaign mounted against him by Chairman Mao and the party Central Committee, a report quoted by Peking radio said today.

The report by correspondents of the New China News Agency and the Peking People's Daily newspaper did not name 71-year-old Mr. Teng, but said he was a "repugnant capitalist roader within the party."

The report said Mr. Teng, a "bourgeois democrat" and "hater of the great cultural revolution," had been accused of a host of political sins. These included being the leader of the "right deviationist wind" that began last summer and having "organisations, plans, theory and a programme for his restorationist activities."

The radio, monitored here, quoted the report as saying that the campaign against Mr. Teng, who only last January was considered next in line to the premiership, was being expanded in a controlled manner in Peking's Tsinghua university.

The exposure of the unrepentant capitalist roader is a logical development of the current campaign, the report said. This exposure is not only strongly demanded by teachers and students of Tsinghua university, but also earnestly desired by the entire Chinese people, it added.

Mr. Teng disappeared during the cultural revolution and resurfaced in 1973. He was named vice-Chairman of the party, first vice-premier and Chief of the General Staff of the Chinese army last spring. The report added he was a partner of disgraced former head of state Liu Shao-chi in the 17 years before the cultural revolution.

Reuters

Marubeni chief resigns over TriStar controversy

BY CHARLES SMITH

TOKYO, March 3.

THE CHAIRMAN of Marubeni Corporation, Mr. Hiroshi Hiyama, who was the company's chief executive and president at the time of Japan's controversial decision to buy the Lockheed TriStar, resigned today to take "moral and social" responsibility for his company's part in the Lockheed affair.

Marubeni was Lockheed's Japanese agent when All Nippon Airways bought 21 TriStars for its domestic services in 1972 and has been accused by Lockheed of having advocated the bribery of Japanese officials. Mr. Hiyama himself has strongly denied direct involvement in the Lockheed case but two other Marubeni directors, who have already resigned their posts, have admitted signing the now notorious "peanuts" and "pieces" receipts for Lockheed. They too, however, have denied that they understood the purpose of the receipts or were knowingly involved in bribery.

Mr. Hiyama, who was Marubeni's president until the middle of last year, is widely credited with having been the main force behind the company's rapid rise to the number three position among Japanese trading companies. He remained a Marubeni

"representative" director of the company when he moved up to the chairmanship, insisting that he still has a vote at Board meetings, unlike many Japanese company chairmen who do not have executive powers. Mr. Hiyama will lose his position as

representative director as well as resigning the more honourific post of chairman, but will retain a non-representative directorship. Mr. Hiyama told the Press as Executive Vice-President today that he had offered his resignation from a number of other public positions including the Vice-Chairmanship of the Japan Foreign Trade Council, Japan Industry Association of which he was president, and the Japan Trading Company of which he was president. He said he was resigning from all these positions because he felt it was his duty to take responsibility for the Lockheed case. He said he was resigning from the Japan Foreign Trade Council, Japan Industry Association of which he was president, and the Japan Trading Company of which he was president. He said he was resigning from all these positions because he felt it was his duty to take responsibility for the Lockheed case.

and main procurement agent for the Japanese project for which the company had received some ¥200 million (\$330m) of equipment have been required over the past five years. Mr. Hiyama's resignation from Marubeni's chairmanship means that three out of the four Marubeni senior executives who were contracted under the TriStar Diet two weeks ago in its Lockheed enquiry have now given up their posts (although all three will continue to work at the company in other capacities). The remaining senior executive is Mr. T. Matsui, who became president of Marubeni last year after serving under Mr. Hiyama. Mr. Matsui says that Mr. Matsui understands that Mr. Matsui is resigning from a number of other public positions including the Vice-Chairmanship of the Japan Foreign Trade Council, Japan Industry Association of which he was president, and the Japan Trading Company of which he was president. He said he was resigning from all these positions because he felt it was his duty to take responsibility for the Lockheed case.

Loan 'not used for payoffs'

BY JAY PALMER

NEW YORK, March 3.

Lockheed Aircraft this morning categorically denied that it had ever used funds received under its U.S. Government loan guarantee programme to pay off foreign officials.

The aerospace company, which makes the Rolls-Royce-powered L-1011 jet, also disclosed that it is now negotiating a new loan financing package with 24 banks.

Testifying before the Senate Banking Committee, Mr. Robert Haack, the company's new interim chairman, said that a "quarter-by-quarter examination" of financial records since the start of borrowings under the (loan) programme shows clearly that Lockheed's foreign business has never been a drain on cash.

Mr. Haack's statement, which went on to spell out steps that the huge aerospace company was taking to prevent future wrongdoings, coincides with an announcement from the

Securities and Exchange Commission that it is now close to an agreement with Lockheed on the extent of disclosure of both future and past pay-offs.

Last autumn Lockheed disclosed that it had made cover payments totalling at least \$22m over the past five years to foreign government officials and political organisations. While the company originally maintained that such payments were essential to the success of its overseas aircraft sales, it subsequently promised to stop making such pay-offs.

Yesterday two further American companies testified separately about their individual experiences with Lockheed's "type" of pay-off. The companies, which were both involved in the Lockheed case, testified that they had been forced to give Lockheed money to get their aircraft out of the country. One company, which was a subsidiary of Lockheed, testified that it had been forced to give Lockheed money to get its aircraft out of the country. The other company, which was a subsidiary of Lockheed, testified that it had been forced to give Lockheed money to get its aircraft out of the country.

that it had paid \$127,000 over the past five years to local and municipal government officials in Mexico. The company, which has wide interests in broadcast ing, alarm systems and fabrics, said that it had been forced to give Lockheed money to get its aircraft out of the country. The company, which has wide interests in broadcast ing, alarm systems and fabrics, said that it had been forced to give Lockheed money to get its aircraft out of the country.

By way of contrast, Translinear, a privately-owned company in Dallas, Texas, announced that it had been forced to give Lockheed money to get its aircraft out of the country. The company, which has wide interests in broadcast ing, alarm systems and fabrics, said that it had been forced to give Lockheed money to get its aircraft out of the country. The company, which has wide interests in broadcast ing, alarm systems and fabrics, said that it had been forced to give Lockheed money to get its aircraft out of the country.

Iran warns on trade

The Prime Minister of Iran, Mr. Abbas Hoveida, today repeated his warning that a drop in oil exports could affect relations with Iran's trading partners, reports Robert Graham from Tehran. Mr. Hoveida told a gathering of Iranian and American bankers that "if obstacles should be placed on our exports, then the impact will be felt in our trade relations." His remarks emphasised the strength of Iranian feeling over reduced lifting by the oil companies and determination to stress that declining sales can affect Iran's export programme. This is likely to be a major topic in discussions with British Foreign Secretary, Mr. James Callaghan, during his four-day visit which begins tomorrow.

Syrian move

Syria has decided to hold out for substantial Israeli withdrawals before agreeing to renew the mandate of UN troops on the Golan heights, reports U.P. from Tel Aviv. The Jerusalem Post quoted a reliable Western diplomatic source as saying a high-ranking Syrian official told him Damascus would insist on Israeli recognition of the rights of Palestinians to a homeland.

Jordan pays more

King Hussein's Government has agreed to triple what it pays for oil from Saudi Arabia, but the Saudi Government will finance the increase, officials said on Wednesday, reports AP-DJ from Amman.

Jordan has been getting more than 5m. barrels a year from the line as it passes through, paying only \$3.67 a barrel. The new price will be \$11.50, the standard world price, the officials explained.

Bangkok blast

Five students were killed and 50 injured in a blast at an engineering college in Bangkok today when police said could have been caused by a dynamite device—Reuters.

Fischer to sue

Mr. Henry Fischer, the French-born Australian, at the centre of a storm over alleged money negotiations between Iraqi officials and the Australian Labour Party, said today he would sue three newspapers over reports of the controversy.

Mr. Fischer, 35, for whom police have been searching in Singapore, issued a statement through a firm of Sydney solicitors, which said he was not in Singapore but was also not prepared to disclose his whereabouts.

Arrests in Seoul

Nine prominent opposition leaders have been picked up for questioning for demanding the resignation of President Park Chung-hee in violation of a special Presidential Decree banning anti-government activities, informed sources said on Wednesday, reports UPI from Seoul. The nine were among 13 persons who signed an anti-Park administration statement read in a prayer session at the Myong-dong Cathedral.

Abu Dhabi taking over gas deposits

ABU DHABI, March 3.

terminal points, where gas is separated from oil and well heads... all rights of the Government of Abu Dhabi related to gas and contained in oil concession agreements signed by Abu Dhabi shall be transferred to ADNOC.

Our Foreign Staff writes: Sheikh Zayed's decree follows the decision last November of the foreign participants in the Abu Dhabi Petroleum Company to pull out of the \$800m. large-scale project for utilising Abu Dhabi's onshore natural gas. The companies—BP, Shell, CFP, Exxon and Mobil—were apparently not willing to take a 40 per cent share in the project and the State-owned Abu Dhabi National Petroleum Company (ADNOC) decided in principle to take a 100 per cent share instead.

The decree specifically says that both onshore and offshore gas belongs to the State. It is the outcome of this decision, although it still holds out the possibility of outside participation in gas exploitation. About 1,200 sq. feet of gas are flared daily from the onshore fields.

French oil company sources with interests in Abu Dhabi said they were not surprised by the decree, reports AP-DJ from Paris. They point out that gas has been nationalised by all Arab hydrocarbon producers and that Abu Dhabi was expected to follow the decree continues. "At the suit sooner or later."

Real growth of 5-6% in Indian economy reported

BY KEVIN RAFFERTY, ASIA CORRESPONDENT

AFTER A series of bad years, K. K. Shikma adds: The Reserve Bank of India National Council of Applied Economic Research views with optimism the prospects of the Indian economy in the coming fiscal year which ends this month. Even allowing for a rise in the population of about 2 per cent, such a growth rate still leaves a healthy rise in income per capita.

For the past few years Indian economic growth has fallen in real terms because of the burden of the Bangladesh refugees and the rise in world oil prices and the failure of the monsoon.

The growth leader this year is likely to be agriculture. India's crops are estimated at a record 116m. tons. But Indian officials say that the new discipline inspired by the State of Emergency declared in June has had beneficial effects in Government and industry and right across Indian life.

Mr. A. C. George, the Minister of State for Civil Supplies, recently said that the price of the balance of commodities in India had come down by 30 per cent. In the past two years and that there were now no shortages of any of the essential commodities. The Council takes an optimistic view of the balance of payments position and estimates the trade deficit at less than Rupees 9bn. in the current financial year, smaller than the Rupees 11bn. in the previous year.

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It tells of mere minutes between your ideal

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It quotes both staff and management of companies which have moved to Cumbernauld, and whose only regret is that they did not move sooner.

As you browse through its pages in the warm, post-prandial glow of our alluring Scottish dishes, you could well be tempted by the profitable possibilities. And then there are also the possibilities of your wife's new horizons in the kitchen.

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Name

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Company

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You are, no doubt, asking your company staff to cut out waste. And, at the same time, asking yourself how you can contribute.

In which case, may we suggest you look at your company car? If it's at all typical, it probably gives you little more than 15 miles to a gallon.

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But for all this, our car offers you a measure of performance and spaciousness that is at least as generous as that offered by its more thirsty competitors.

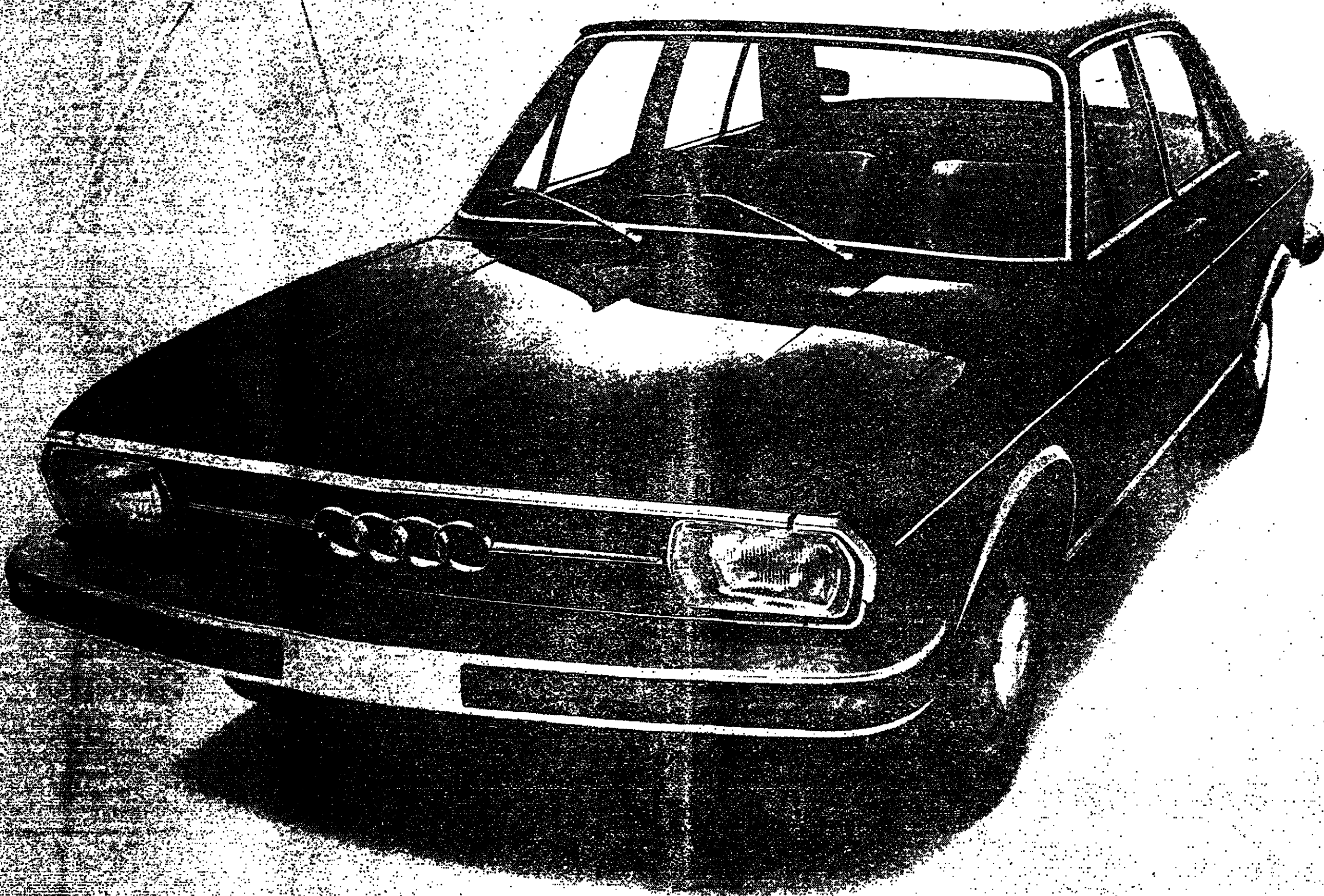
It also offers you such a degree of comfort that one admiring gentleman chose to drive an Audi 100GL for 17 hours continuously, and so set a world record.

Last, but by no means least, the Audi offers you a steering and braking system that can keep you on course if a front wheel skids or punctures. And, though other executive saloons may preach about safety, that's one particular feat they can't actually practice.

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HOME NEWS

Curbs on spending backed by Jones

BY PHILIP RAWSTORNE

SOME public spending had to be restrained to help convert our candy floss economy into a thriving industrial society, Mr. Jack Jones, general secretary of the Transport and General Workers Union, said last night.

He told a Labour Party eve-of-poll meeting in Coventry that the unions were discussing curbs with the Chancellor.

"But it is not really a battle about public expenditure—it is a battle for the very industrial heart and life of Britain. Are we to have jobs—so many things on which we can survive—or will we continue the drift into a phoney super-salesman's Britain where there are no jobs for working men and women, but plenty of secret bank accounts in Switzerland?"

The Government, backed by the unions, wanted a new direction in industry. "We are confident that Britain will pull out of the crisis and the people's interests will be served."

Peter Cartwright writes: The three principal candidates in the Coventry North-West by-election spent the eve of poll encouraging what appears to be a high proportion of "don't know" to poll in their favour.

According to Liberal headquarters supporting Mr. Alan Leighton, no less than one in four voters have still not made up their minds.

While this ratio is not necessarily accepted, it is conceded that voting for the person, as opposed to the party, is likely to have a substantial, possibly crucial, effect on the result.

An above average proportion of the 7,488 majority of the late Mr. Maurice Edelman is considered to have this category, and Mr. Geoffrey Robinson, despite being rather more middle-of-the-road Labour than many of his constituents wish, undoubtedly has the ability to win the same kind of support.

Mr. Jonathan Guinness, the Tory candidate is also able to inspire a strong personal following and is the one most likely to give Mr. Robinson a close fight.

Wool companies to close down

By Rhys David, Textile Correspondent

TWO YORKSHIRE wool textile companies, Crowther and Nicholson and W. and E. Crowther—are to close down with the loss of around 450 jobs because of continued losses.

The two companies, both in Huddersfield, are engaged in the woollen (as opposed to worsted) fabric trade which has been under severe pressure in recent years as a result of cheap imports from Italy.

In a statement yesterday Crowther and Nicholson said it made a loss of £114,000 on a turnover of £1m. in 1975.

The closure at W. and E. Crowther is to take place over the next 10 weeks. The company blames cash difficulties.

BA announces computer switch from IBM

BY CHRISTOPHER LORENZ, ELECTRONICS CORRESPONDENT

ONE of the world's largest and most advanced computer users, British Airways, yesterday announced a double blow to International Business Machines: it is transferring the maintenance of IBM equipment to an outside consultancy, and it is going to IBM's competitors for more than £1m. worth of new equipment.

The news—IBM itself was told of the maintenance decision only on Tuesday—was revealed yesterday by Mr. Peter Hermon, BA's group management services director.

Mr. Hermon also announced that Saudi Arabian Airlines ("Saudia") had awarded BA a contract worth between £2.5m. and £5m. to provide a computer reservation service over three or five years. This will help bring British Airways' cumulative profit from computer services for other airlines to at least £15.7m. by 1980, he forecast.

The equipment to be purchased from third parties is a combination of IBM and non-IBM products, including a large central processor, and new "peripherals" (especially disc and other storage devices) from so-called "plug compatible"

manufacturers in the U.S., such as Intel and Memorex. These are designed to be plugged into IBM computers.

BA says its actual outlay for these products will be only about £1.2m., a saving of £3m. compared with the cost of new IBM equipment, according to Mr. Hermon.

Size of saving

The decision to move away from IBM service would give BA a substantial saving, Mr. Hermon said. He refused publicly to name a figure, but the airline will pay a total of just over £500,000 a year to Data Processing Customer Engineering, an Australian company. BA is understood to estimate that, if it had continued with IBM service, with each supplier of compatible equipment maintaining its own product, would have cost a total of over £800,000 a year.

Underlining the significance of the move was the fact that, in the current economic climate, Mr. Hermon said that no "significant" computer user in the U.K. had yet made a similar move on maintenance. But Qantas, the

Australian airline, had brought DFCE in about two years ago to maintain its IBM equipment. The consultancy also serviced Goodyear and Shell's computers in Australia.

Asked whether he had become dissatisfied with IBM's service, Mr. Hermon said "we have had problems from time to time. He could not say whether any similar move was likely from other airlines.

Commenting on the reasons for buying an IBM 360/65 computer second-hand—from Data Computer Contracts (Australia)—rather than a model from IBM's more modern 370 range, Mr. Hermon simply said it was more cost-effective. "You don't have any unknowns. The software runs well."

A year ago, British Airways' other international airlines were expressing concern about the performance of some of IBM's more complicated software. At about the same time, it became known that BA had called in an Australian consultancy to carry out a complete audit of its IBM-based BABS booking system, including the question of maintenance support.

New start on £20m. resins project

BY RHYS DAVID, CHEMICALS CORRESPONDENT

BORG-WARNER Chemicals is to resume work on a £20m. project at Grangemouth in Scotland which was halted last year because of the world-wide recession.

The project involves construction of two major plants, one producing the company's Cycloac ABS resin, which is used in cars, appliances, furniture and construction, and the other to manufacture MBS modifier resins for use in bottle, film and sheet and building materials.

The ABS plant which will increase the company's capacity at Grangemouth by 50,000 to 70,000 tonnes was halted in February last year with over half the work completed. The company says it is resuming the expansion now because of signs that demand for the material is strengthening and because the outlook for long-term demand remains favourable.

Per capita usage of ABS plastics in Europe is only one third that in the U.S. and the company is, as a result, expecting major growth.

The expansion which is due to be completed by the end of 1976, increase the company's total European capacity to 140,000 tonnes.

The MBS plant, construction of which was also stopped early in 1975, is now due to be completed in mid-1977 and will add to the present ABS plant. Changes in plant design have been incorporated.

The new plant will produce 22,000 tonnes per year of MBS modifier, a product which is used in Europe. In the U.S. Borg-Warner operates a 16,000 tonnes-a-year plant.

Until the project is completed the company will supply the European market with products from Kureha Chemical Industry in Japan, with which it has a manufacturing and marketing agreement.

Which accounts for 43 per cent. of polystyrene manufacturing costs, rose by 39 per cent. to \$128.58 per metric tonne.

Mr. C. M. Doscher, Dow Chemical vice-president for marketing and purchasing, claimed that without increased prices for a wide variety of chemicals and plastics, expansion to fill future needs would not be possible and this could lead to serious shortages.

● Monsanto, a major world styrene and polystyrene producer, has purchased the holdings of Koppers in polystyrene and styrene monomer in Brazil.

Yet during this period, Dow states, the price of naphtha,

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Output fall for BL, Vauxhall and Chrysler

By Terry Dodsworth

BRITISH LEYLAND, Chrysler and Vauxhall all suffered significant falls in production in January compared with a year ago. Of the big four British manufacturers only Ford managed to increase output, according to figures released yesterday by the Society of Motor Manufacturers and Traders.

Leyland's weekly average production was down from 16,500 vehicles in January, 1975, to 13,000 in January this year. Vauxhall production dropped from 2,500 a week to 2,300, while Chrysler's fell dramatically from 5,200 to 1,600.

The Leyland figure indicates that, despite the recent run of trouble-free production, it still has some way to go before returning to satisfactory output levels.

Chrysler was hit by the special circumstances of having to restart production after the various shut-downs during the recent rescue talks, so the February figures will be more relevant.

Ford output has gone up from 6,700 a week last year to almost 7,000 this year, reflecting the run-down of old Escort production last year and the high level of output the new model has achieved.

● A poll of the Society of Motor Manufacturers and Traders showed a four-to-one majority in favour of holding the 1976 Motor Show at the National Exhibition Centre, Birmingham, near Birmingham.

A questionnaire sent to 300 members of the 1,500-strong society who have exhibited at Earl's Court in the past few years showed this majority for a trial run at Birmingham.

Dealings in Lawdon suspended

By Michael Cassell, Building Correspondent

DEALINGS in shares of Lawdon, the Croydon-based residential property development group, were suspended yesterday at the request of the directors pending "clarification of the company's position."

The company said that negotiations were taking place with its bankers. Lawdon shares stood at 7p when the suspension took effect.

The last interim figures from the company, which was floated in mid-1971, showed pre-tax losses of almost £88,000, compared with a pre-tax profit of £136,000 previously. The Board reported that interest charges continued to eat into resources, and that figures for the full year would show no improvement on the first six months. Apology of reducing borrowings was being continued.

In November, the company announced that "in view of the continuing uncertainties surrounding the property and housing markets" it had requested an independent valuation of land and properties. This would be considered before publication of the 1974-75 accounts, which would therefore be delayed.

'Drop metric Bill', urges MP

Mrs. Shirley Williams, the Consumer Secretary, has urged a Conservative MP to drop the Weights and Measures Bill she introduced in the Commons on Tuesday.

Mr. Edward Taylor (Cathcart) says the Bill is clearly intended to ban the sale of food in pounds and ounces.

More commercial services face restrictive practices curbs

FINANCIAL TIMES REPORTER

ADVERTISING, road haulage, the travel trade, estate agents, hairdressing and a wide range of other commercial services will fall within the scope of the restrictive trade practices law on March 22.

The parties to price fixing and certain other restrictive agreements will then have until June 21 to decide whether to abandon their agreements or register them with the Office of Fair Trading.

Anyone operating an unregistered restrictive agreement after that date could be liable to proceedings before the Restrictive Practices Court and an action for civil damages. Mr. John Methven, the Director General of Fair Trading, warned yesterday.

The extension of the restrictive practices legislation to commercial services has been brought about by a calling up Order made under the Fair Trading Act, 1973.

Although the service sector was responsible for half the national output, Mr. Methven said his guess was that probably the latest calling up order.

only up to 500 to 1,000 restrictive agreements involving services would be registered.

Registration is a preparatory step to defending an agreement before the Restrictive Practices Court, where the onus of showing that it is in the public interest rests with the parties to the agreement. Until the court has come to a decision, the agreement can go on being legally operated.

But experience after restrictive agreements concerning the supply of goods were called up in 1956 demonstrated the difficulties of successfully defending an agreement before the court. Out of more than 3,000 agreements which were registered, all but 37 were abandoned before the hearings and eventually only 11 agreements were held by the court to be in the public interest.

Mr. Methven, who was speaking at a Press conference to mark the publication by the Office of Fair Trading of a "child's guide" to the registration procedure, said that many commercial agreements, if not brought under the law, would be called up by a later order.

If they thought the operating a restrictive agreement was in the public interest, they should be ready and willing to accept the advice and help of the Office of Fair Trading.

For an agreement to be regarded as restrictive, it must have two main characteristics: it must be a restraint on trade, and it must be in the public interest to restrict it.

The restrictions, which cover charges, prices, fees, commissions, the terms of sale, the extent of sale, or the persons, or the places in or from which the goods are to be sold.

Trade association restraints are treated as agreements for the exchange of information, which should not be taken into account in the light of information, are not.

However, they may be called up by a later order under the Fair Trading Act, 1973.

City's 'new role' for industry

BY JAMES McDONALD

THE CITY should play a quite different role towards industry, asking more questions of more managements and exerting rights and privilege of shareholders, said Mr. Michael Heseltine, MP for Henley and Conservative spokesman on industry, in London yesterday.

"You cannot expect a society of employees in their companies, said employers, and acknowledged a significant failure to communicate effectively with employees."

Mr. Tom Jackson, secretary of the Union Office Workers, said mutual confidence and standing between management and employees could be brought about only by bringing down "barriers of secrecy surrounding management."

All too often the room is where decisions are taken which affect the

seminar on communications in industry organised by Decimus Publishing. Where there was bad management over a long period owners should accept responsibility to do something before Government had "to pick up the pieces."

Mr. Heseltine, who wrote last year to the chairman of the 1,000 largest companies of growing political concern at involvement of employees in their companies, said employers had acknowledged a significant failure to communicate effectively with employees."

Mr. Stanley Cripps, Parliamentary Under-Secretary of State, Department of Trade, said that Britain's economic recovery was significantly greater than the temporary problems of recession. If the industry continued to be neglected, the future of the country, the City would be in a state of emergency. The Government was why the National Enterprise Board was planning agreement with industry.

Other speakers at the seminar yesterday were Mr. Tindall, deputy chairman of the National Enterprise Board, and Mr. C. P. Day, general manager, Barclays International; Mr. Edw Cann, MP.

It was not true, he claimed, that investment was held back by lack of expertise in the financial institutions. Neither would it be held back by lack of good management in industry. "Management will go where the action is."

"People will only invest if they expect to make a profit," said Mr. L. F. Murphy, deputy chairman of the National Enterprise Board. "Exhortations alone will not produce investment."

The function of the NEB, Mr. Murphy continued, was not so much in dealing with the British Leyland of this world, but in point of crisis, but to anticipate such situations before they became acute. In deciding what projects to support, the NEB would have to consider the likely return on the investment and the contribution it would make to the economy.

Priority

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HOME NEWS

NVT sit-in may end soon with £750,000 sale deal

BY PETER CARTWRIGHT, MIDLANDS CORRESPONDENT

EIGHT MONTHS-OLD sit-in though day-to-day administration of the factory will be dealt with by his deputy, Mr. Ian Craig, who will be appointed to the factory in the near future. The sit-in was ended last week with the signing of a purchase agreement by Mr. Ronald Titcombe, oil industry consultant. It is understood that the purchase price of the factory is £400,000, with an additional £2m. work-in-progress, plant and equipment.

Mr. Titcombe, the Australian head of an international industry consultancy, is one of two potential buyers. The other, a Cardiff businessman, was dropped last week.

When it was run by NVT, the factory made Norton Commodore and British Norton motorcycles. The sit-in was ended last week with the signing of a purchase agreement by Mr. Ronald Titcombe, oil industry consultant. It is understood that the purchase price of the factory is £400,000, with an additional £2m. work-in-progress, plant and equipment.

Some weeks ago Mr. Titcombe recruited 20 management staff from BNP and expects to make an "in part" management, to minimise the transition period and re-establish component supplies and marketing facilities.

Of the 100 or so machines already crated or nearly completed, about half are Interpol for police forces, some of which have been forced to buy foreign machines.

The Interpol are expected to be delivered as a priority to prevent total commitments that would cost the British Norton Partnership substantial business, including spares.

In addition there are components already in stock for another 300 machines or so.

During the sit-in two prototype machines have been produced, the Wulf with a revolutionary low-emission stratified charge engine, and the Norton 75 which except for the engine and frame, has all new components and features twin-disc front brakes and a new petrol economising carburettor.

EEC hallmark directive sparks opposition from U.K. groups

BY OUR MIDLANDS CORRESPONDENT

FEROCIOUS opposition to an EEC voluntary. In France and Holland the system is operated by the State. The directive, if it came into force, would demand that the British Hallmarking Council be accepted by the other member countries without further submission to an assay office. This is quite unacceptable to the U.K. and the British Hallmarking Council is sending its comments to the select committee of both Houses of Parliament that considers EEC secondary legislation.

One complaint of members of the council against the directive is that it has two standards for silver, for instance, one of 925 parts in 1,000 (which is acceptable) and the other of 800 parts, which is well below the sterling standard and would not be allowed in the U.K. The standards for platinum of 950 parts and of 18 carat and 14 carat gold are also acceptable. What is not acceptable is the tolerances in assay allowed, for example that the lower silver standard need only be 795 parts in 1,000.

Some members also feel that inevitably the lower tolerance would become the standard and that the bad would out the good with the result that in time the highly prized sterling standard would disappear.

Acceptance of lower standards would also, it is argued, open the doors to imports of inferior quality that would circulate on equal terms with the good to their detriment.

The Assay Offices fought a somewhat similar battle to preserve their services in 1969 when the then Board of Trade wanted to dispense with them, but was convinced of their necessity because of the protection it afforded to the consumer.

The Hallmarking Council also points out that there is an international convention on hallmarking that arose out of the former European Free Trade Area. Of its seven signatories—U.K., Portugal, Norway, Sweden, Finland, Austria and Switzerland—four have ratified the U.K. will shortly do so, and Portugal and Norway are expected to do so later. All seven countries have organisations for assaying and hallmarking.

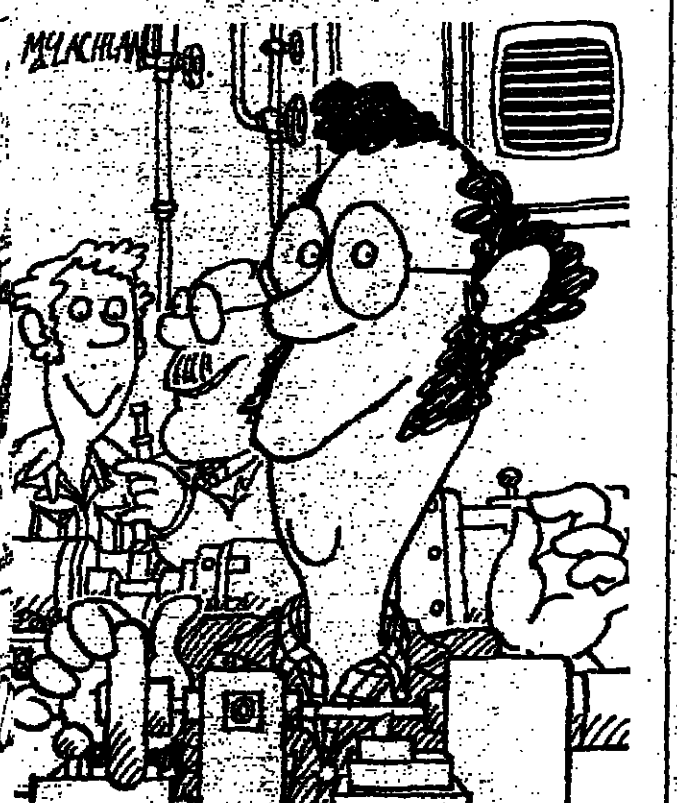
U.K. research failings criticised

BY CHRISTOPHER LORENZ, ELECTRONICS CORRESPONDENT

FAILINGS of the British trade, the relatively low British research spending may result in a major increase in the Post Office's purchases of foreign equipment, the report warns.

Labour Research concludes that "the only answer to the industry's problems" may be an extension of public ownership, at the least it urges that the industry should be subject to an extensive planning agreement.

Initial private reaction to the report from executives within the industry was that it touched on one of the keys to its performance, but that the gloomy statistics presented were exaggerated, and that the poor recent export record was partly initial and other barriers to due to past decisions made by



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Berth for plastic ships at Yarrow

By Chris Blair, Scottish Correspondent

YARROW, the Clyde warship specialists, are to invest about £5m. in a covered berth at Scotstoun for building a new class of glass-reinforced plastic vessels for the Ministry of Defence.

The company expects the berth to be commissioned by the end of 1978. When it is fully operational by the end of the decade, about 600 jobs will have been created in addition to Yarrow's existing payroll of 5,000.

The Ministry of Defence has chosen the Clyde company as its second builder of these new anti-mine vessels. The lead shipbuilder is Vickers-Shipbuilding, which is constructing the first 625-tonne ship, HMS Brecon, at its Southampton yard.

These vessels are said to be the largest glass-reinforced plastic ships built anywhere and are slightly larger than the navy's existing mine-hunters which are in the same class as HMS Brangiton, whose command was recently taken by the Prince of Wales.

The new ships are designed to search for and sweep both acoustic and magnetic mines. Yarrow is currently building four Amazon-class frigates and two Broadsword-class frigates for the Royal Navy.

Top award for hi-fi company

ROLA CELESTION, of Ipswich, has won the Grand Prix award in the overseas products category of the 5th Japanese Stereo Components Grand Prix Contest with its new "ULS" hi-fi loudspeaker system.

The award, given to only one product in the entire hi-fi component field each year.

SNOW REPORTS

	Depth cm.	State of Weather	Temp °C
Champery	15	40 Fair Fine	0
Worm palaces on all slopes			
Craus	15	40 Warm Fine	4
Snow hard, slush on top			
Davos	5	40 Fair Fine	3
Snow patches on all runs			
Sauze d'Oulx	35	50 Fair Fine	7
Spring-like conditions			
Seefeld	45	75 Poor Fine	9
Thaw continues			
Val d'Isere	60	100 Fair Fine	6
North facing slopes good			
Villars	10	70 Fair Fine	10
Very warm patches on lower slopes			
Wengen	20	70 Fair Sun	4
Good spring skiing			
The above reports supplied by representatives of the Ski Club of Great Britain.			
AUSTRIA			
Alpbach	20	50 Good	1
Brand	20	120 Good	0
Schladming	20	50 Good	0
Obertauern	55	125 Good	4
NORWAY			
Finse	265	35 Good	4
Oslo	35	40 Fair	3
Trondheim	100	150 Good	3
FRANCE			
Chamonix	10	120 Hard Sun	1
Courchevel	40	120 Hard Sun	1
La Plagne	40	100 Hard Sun	1
Les Arcs	35	120 Hard Sun	1
Meribel	25	120 Hard Sun	1
SCOTLAND			
Calderglen	A few main runs complete, others broken. Spring snow. Limited nursery areas. Vertical runs 1,200 feet. Access roads clear. Snow level 2,000 feet.		
Glenelg	No main runs complete, patchy snow cover. Limited nursery areas. Wet snow. Vertical runs 800 feet. Access roads clear. Snow level 2,000 feet.		
Spring snow. Lower slopes bare. Vertical runs 1,000 feet. Access roads clear. Snow level 2,000 feet. Forecast: Dry, sunny spells.			
WEATHER WATCH			
A fully automatic weather station, said to be the first of its kind in the world, has been installed on top of the Cairngorm to aid climbers and skiers. The equipment, devised by a team from Brunel University, Edinburgh, warns of the sort of bad weather which could endanger climbers.			

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NEWS ANALYSIS — COMPANIES BILL

Papering over the cracks

BY A. H. HERMANN

THE COMPANIES (No. 2) Bill published yesterday is another in the series of attempts to paper over the cracks in the Companies Act 1948 made since the Jenkins Committee pointed out the shortcomings of British company law in 1962. Some of the Committee's recommendations were incorporated in the Companies Act 1967 and a larger Bill to implement other recommendations and to deal with new problems, such as insider trading, was brought before Parliament in December 1973. This was abandoned after the February 1974 General Election when the Labour Government decided to start work on a much more fundamental overhaul of company law than had been intended by their predecessors.

Efficiency

Since this work is still in progress and the Bill published yesterday is a stop-gap measure. It was necessitated mainly by the alarm over the inadequate protection of shareholders and creditors revealed by the recent reports of the Department of Trade inspectors on the insolvencies of London and County Securities and of the Lowson companies.

The fundamental change of concept which underlies the Government's work on the reform of company law reflects the change in industrial and social conditions since Victorian times in which the present law is rooted. The new concept views the company as a partnership between shareholders and employees but not to be managed in the interest of these two parties alone: adequate protection should be provided also for the public interest in operation of companies, touching on such matters as consumer protection and environment.

Diluted

The Bill does little to increase the responsibilities and liabilities of directors or to strengthen their position when faced with a strong personality chairing the Board.

U.K. law requires the company

studying these fundamental changes—and awaits the reaching of some sort of consensus on "industrial democracy"—it felt obliged to do something quickly to shorten the long delays in filing of company accounts—from two or three years, as permitted at present, to seven months for public companies and ten months for private companies.

It also proposes in the Bill that auditors who feel obliged to resign must either declare that there is nothing wrong with the company or say what is wrong with it. However, this remedy falls short even of the London and County Securities situation where the auditing firm did not resign and where one partner who saw irregularities had been replaced by another who did not see them. This arrangement will remain possible, without any public explanation of the changes.

The blessings of incompetence were highlighted in the Harrier Baird case when the Department of Trade Inspectors, dealing with Board resolutions designed to disguise the true nature of certain financial transactions, wrote about Sir Harold Lydford that he was not a party to a breach of Section 54 of the Companies Act because "he had no experience whatsoever of the business world." However, in contrast with the City tradition of non-executive directors to rely on information obtained from the auditor, the Department of Trade Report on the London and County Securities Group criticised Mr. Jeremy Thorpe and other non-executive directors though these relied on audit accounts.

British ferry ports 'a disgrace'

BY OUR INDUSTRIAL STAFF

MANY OF Britain's Channel ports are "tatty, inadequate and downright unwellcoming," says the Automobile Association in its magazine Drive.

A report in the magazine, published to-day maintains that the majority of Channel and North Sea ferry ports are "little short of a disgrace."

An AA investigation of the 10 busiest terminals showed that only two came "anywhere near standard" to providing services of a standard the public has a right to expect.

Too often in port reception should provide the very best areas basic comforts were absent, welcome.

The air ferry centre at Southampton and the hovercraft base at Poole were kept supplied pleasant, modern well-maintained facilities for travellers, but Folkestone was "found wanting in almost every respect" at the time of Drive's survey last summer.

The other ferry terminals surveyed—North Shields, Hull, Harwich, Southend Airport, Dover, Newhaven Southampton—fell somewhere between the two extremes, though facilities at more than half of them were reported to be "poor."

Prices of plots for housing down 31%

By Our Building Correspondent

THE AVERAGE price of a plot of land for private housing development fell by 31 per cent. during 1975, according to the Department of the Environment.

For the year as a whole, the average market price was about £1,840 per plot and £42,000 a hectare. By far the greatest drop in average prices occurred during the first part of 1975.

The figures are based on transactions involving sales of four or more plots which were reported to the valuation office of the Inland Revenue during the year.

This announcement appears as a matter of record only.

February 25, 1976

U.S. \$110,000,000



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United Virginia Bank	F. Van Lanschot	Wozchod Commercial Bank Ltd.

J. Henry Schroder Banking Corporation Agent



The Technical Page

EDITED BY ARTHUR BENNETT AND TED SCHOETERS

● AUTOMATION

Measures the passing biscuit

MEASURING accuracy of thickness of the intractable and highly variable raw material called dough, without contact, during on-line manufacturing has been solved by application of a high technology scanning device developed by Integrated Photomatrix of Dorchester, Dorset.

A number of engineers involved for some years in solving many measurement problems in industry have developed the "Heightscan Gauge" which measures thickness at a rate of up to 2,000 samples per second.

The gauge, initially designed for control of dough and biscuit thickness in baking factories, has many possible applications in continuous sheet processes, in the paper, plastics, and steel industry and quality control in other fields.

Nearly 1,000 semiconductor devices are packed into the scanning chip which has 128 picture points along a distance of just over 1-inch. The basic principle is that a light is projected at 45 degrees to the vertical on to the surface of the on-line product. As the height of the product from the conveyor surface varies so the slit of reflected light moves laterally and this movement is detected by a linescan camera.

Built-in units

Incorporated in the camera is a linear self-scanned photodiode array of 125 photodiodes spaced at 0.1 mm centres. Integrated Photomatrix has engineered this principle into a complete optoelectronic instrument. The Heightscan gauge consists of a rugged waterproof optoelectronic head unit containing light source, optics and camera, and a back-up processor unit containing power supplies and electronics with analogue output and meter reading up to 10 mm full scale. Quality factors were behind the search by United Biscuits for

equipment to make thickness measurements on the production line for McVitie rich tea biscuits, of which 7m. daily are produced. Readings have resulted in an achieved resolution of 0.01 mm. United Biscuits fitted several of the gauges, which are linked with the temperature controls of the ovens, and measure the passing biscuit within the tolerance of the packaging machinery—a most important consideration.

Improvements in the heightscan gauge are foreseen, including using arrays with photodiodes on a 0.025 mm centre to centre space giving fundamental resolution to 0.025 mm. Both analogue and digital outputs can be provided for process control together with digital display.

Where no reference plane is available two Heightscan gauges may be used back to back for absolute gauging of material thickness. Integrated Photomatrix is receiving enquiries for use of the gauge for quality control in steel coatings, plastic and paper industries. And one of Europe's largest engineering firms is evaluating IPL's gauge to measure stainless steel hot steel rod to an accuracy of one twenty-fifth of a thousandth of an inch.

Integrated Photomatrix is at the Grove Trading Estate, Dorchester, Dorset, 0305 2673. (0742 581951).

● LIGHTING

Dual use emergency fitting

ACCORDING to Bradley and Lomas (Electrical) there are still varying regulations in different areas concerning the application of fire precaution lighting.

As a result stockists and installers often find it necessary to handle both maintained and non-maintained fittings. A maintained unit is one in operation at all times switching to battery supply automatically on mains failure; a non-maintained unit only operates, through batteries, when a mains failure occurs.

The company has therefore introduced the Balco dual purpose "Afterglow" fitting, an eight watt fluorescent unit converted from maintained to non-maintained by disconnecting a single lead.

With a sealed, maintenance free nickel-cadmium battery, the system has an emergency duration of three hours, a re-charge time of 14 hours, and compliance with BS 764 1954. More from Kent Road, Sheffield S9 6RN (0742 581951).

● PROCESSES

Induction heater for small plants

WORK IS well advanced on an extremely simple form of induction heating for the smaller industrial plant, based on equipment which will take three phase mains current and derive from it 1500 Hz without rotating gear or thyristors, thus offering the simplest of maintenance at infrequent intervals.

The static frequency generator now approaching the commercial stage depends on the work of a Belgian engineer who has already successfully operated equipment of the same saturated circuit design to convert 10 kV to 50 kHz in a tube welding application.

This was achieved despite claims by suppliers of conventional induction equipment that the circuits could not possibly withstand the forces created when current was passing.

Ingenious cooling allowed continuous operation without any problems.

The Government is backing the development work to the extent of half the cost and equipment is arriving at site for the construction of the first 20-kW prototype. Magnetic characteristics is being wound and tests should be completed by the end of the current year in time for the installation in January/February of a first small bar heater to treat metal prior to spring manufacture.

It is anticipated that similar equipment will begin to be used next year by manufacturers in brazing, swaging and melting work, with capacity to handle up to 50/100 kilos of bronze or brass.

Because of the apparent simplicity of the development—in reality many years of thought, experiment and calculations lie behind it—the promoters of the equipment envisage a growing demand from the developing countries who would not normally be able to field many engineers familiar with the intricacies of modern induction heating equipment.

The co-operative group that is running the project proposes to call itself Etudes et Promotions Industrielles (EPI) and to set up a manufacturing line in a new plant on an industrial estate near Bressoux. It has acquired the business of S. A. Fonderies and Robinetteries de Serning at Bressoux, rue R. Geenen 82, 4001 Bressoux, Belgium, and all inquiries concerning EPI should be addressed there for the time being.

● COMPONENTS

The robots are round the corner

POTENTIALLY unbeatable competitive moves planned in Japan will be described by a speaker at the forthcoming conference on "The Cost Benefits of Effective Energy Management."

To be held at the NFTE conference centre and organised by the Institute of Production Engineers and the Electricity Council, the one-day seminar is planned to include six half-hour

papers with ample time for discussion.

The paper covering Japanese automation plans will be given by Mr. A. De Barr of the Machine Tools Research Association. It speaks of work towards a fully automatic machine shop, the Japanese hope to have in operation by 1980.

Staffed by only eight controllers—instead of a labour force of some 800 in current conditions—it would turn out fully assembled items such as gearboxes in an environment which would be largely one that any labour force would consider quite unacceptable since heating lighting and special ventilation would not be needed.

Only the central office housing the eight operatives would have such "amenities."

From it, remote handling devices would help the tiny staff control all the work in progress. Energy savings would be very large.

Other papers at the seminar will deal with various aspects of electric power and heating in the production cycle.

Institute of Production Engineers on 01-579 9411 at 66 Little Ealing Lane, London W5 4XX. The seminar fee is £15.

● MATERIALS

Hose stays flexible

WIRE-braided high pressure hose which will remain flexible at -60 degrees C and yet can be used continuously at +120 degrees C is being manufactured from Hytrel, a Du Pont polyester elastomer.

It is now being made by Alanco of Lockfield Avenue, Brimsdown, Enfield, is claimed to exceed the per-



formance requirements of the SAE 100 R1 and 100 R2 specification for wire-braided rubber hydraulic hose. Bore sizes up to 25 mm. are available.

● PACKAGING

Simple way to protect the goods

ROLLS OF lightweight packaging material which can be easily cut and moulded, to suit a wide variety of uses, are being produced by Jiffy Packaging of Winsford.

The Jiffy rolls have outer papers of extensible Kraft paper with a 7 per cent stretch factor, and between these is a layer of expanded polystyrene beads to give a protective cushioning. The beads are held in place by a non-toxic, clear, waterproof thermoplastic adhesive, and the rolls have an indefinite shelf life with no delamination at freezing temperatures.

The material, in 50-metre long rolls and 1,000 mm wide is particularly suitable for items with awkward corners, as it can easily be cut for specific needs. Jiffy Packaging Company is on the Industrial Estate, Winsford, Cheshire (Winsford 51221).

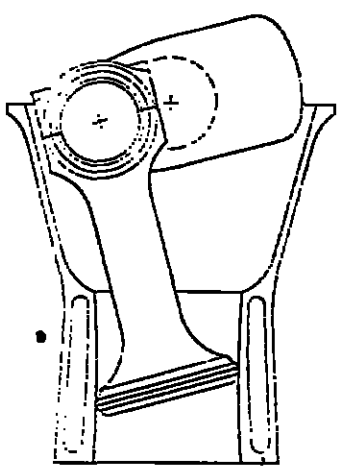
● TRANSPORT

Stubby piston cuts makers' problems

IMPROVEMENT and simplification of the internal combustion engine mechanism has been the aim in the design of an entirely new unit to be exhibited for the first time by W. Salzmann Fahrzeugkonstruktionen, on the stand of ACS Automobile Club of Switzerland at the Geneva Motor Show, open on March 11. This engine has the advantage that it can be produced on existing plant and with mainly conventional tools. Four-stroke and two-stroke prototypes have been undergoing development, and research will continue with a diesel engine.

New in this engine is a skirtless piston and connecting rod assembly made in one piece—no gudgeon pin—and running in a short, waisted cylinder. This means that there is much less machining to close tolerances and therefore lower costs. Moreover, the gas pressure always acts directly along the axis of the connecting rod, so there is no lateral component of this load to cause wear and noise—piston slap—in the cylinders.

Because the piston rocks back and forth in the cylinder, advantageous asymmetric port timing can be adopted for two-stroke petrol or diesel engines, and the compressed gas is transferred from side-to-side of the combustion chamber, thus encouraging



complete combustion and low exhaust emissions in either two- or four-stroke engines. With such short rocking pistons of very light weight, the vibration forces are less than half as severe as those of a conventional engine, so fewer cylinders can be used without exceeding acceptable levels of vibration.

Another advantage of the skirtless piston is that the oil drag is very low. This means much easier cold starting than with a conventional piston.

W. Salzmann Fahrzeugkonstruktionen, Solothurn, Switzerland.

● METALWORKING

Butler has formula for success

WHILE MOST machine tool builders have been suffering a recession the Butler Machine Tool Company, of Halifax, seems to have found a formula for success.

This year's turnover is £4.2m, compared with less than £1m six years ago, with just under 50 per cent of production exported. According to Mr. B. L. Bailey, managing director, the trend is likely to continue, a confidence justified by an order book that is full for the next 12 months.

Success is attributed to a diverse range of products, and in particular to the development of numerically controlled (NC) lathes in the medium capability range. When developments in electronics and in electrical drives reduced the cost of NC systems, the company was able to produce an NC lathe well suited to the smaller machine shop at a highly competitive price—about half the usual cost for NC.

These lathes offered the company with a plugboard capstan automate the opportunity of reducing setting time from the usual 6 hours for a fairly complex component to about 1-hour with the NC equipment. Instead of producing 500 workpieces as an economic run because of the time taken to set the machine (even though this number is not immediately required), with an NC lathe it becomes economic to turn 50 items.

Mr. Bailey estimates that for the cost of three similar capacity centre lathes, say about £20,000, a complete package of NC lathes plus robot.

machine, enables the same amount of work to be carried out to more consistent quality, with two less operators—metal cutting time (machine utilisation) is said to be at least 80 per cent, with an NC lathe.

This week Butler is holding an exhibition of its products at its works at Mile Thorn, Halifax, Yorks., (0422 51641), where 39 machine tools by Butler and its associated companies, Snow, and Elliott (all of the B. Elliott group) are on show.

Prime purpose of the exhibition is to demonstrate the new NC 630 heavy duty lathe. Principal features include a triangular section bed for maximum rigidity and ease of loading, 40 hp spindle drive and high performance dc feed motors, driving recirculating ball lead screws on all axes.

The machine is shown in two versions: a short bed chucking machine and a long bed machine with subtable for chuck work. Both machines have closed loop electric two-axis contouring control. Orders have already been received for three of these machines—the first will be delivered in June.

Another new machine, the CNC 550, is equipped with a dc infinitely variable speed headstock and a Minic 800 computer from Micro Computer Systems. There are two developments to the existing 550 NC lathe: one a machine with power feed, and another with twin four-station turret.

Mr. Bailey's view that a convincing argument in selling NC lathes was the current shortage of skilled machinists in the company cannot find enough emphasis by the presence of another operator replacement: the NC 550 was being fed by an Electrolux MEHU sensor robot. The company hopes to sell a complete package of NC lathes plus robot.

● OFFICE EQUIPMENT

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A BATTERY operated scientific calculator that delivers a printed record of the user's calculations wherever he may go has been announced by Hewlett Packard of King Street Lane, Wokingham, Berks, RG11 5AR (Wokingham 784774).

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radial or grade), rectangular to polar co-ordinate conversions and three separate percentage functions.

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LABOUR NEWS

Benn invites TGWU to have a say in energy making decision

BY ADRIAN HAMILTON

AN URGENT call for a new approach to energy-planning and decision-making through public debate was made yesterday by Mr. Anthony Wedgwood Benn, Energy Secretary. He promised the national executive committee of the Transport and General Workers' Union in London, a public debate through tripartite discussions in each fuel industry; a national energy forum including unions and management in all fuel industries; and a regular procedure for publishing reports on the Government's progress.

Mr. Wedgwood Benn's suggestions follow a recent public meeting at his request to discuss the question of reprocessing nuclear waste and the meeting between the electricity and coal industries on "fuel burn" in power stations.

While at present there seems no desire by the Department of Energy to introduce any new policy initiatives of its own or reverse previous decisions, the speech undoubtedly reflects a genuine desire by the Energy Secretary to create new means of deciding energy strategy.



Mr. Anthony Wedgwood Benn, the Energy Secretary, addressing the Transport and General Workers' Union national executive. He is flanked by Mr. Jack Jones, the TGWU general secretary, and Mr. Stan Pemberton, a Dunlop worker from Speke, the union's new chairman.

Serious gap

But it also reflects the Department's growing concern over the prospects for a serious energy gap in the 1990s and the danger that long-term damage may be done for short-term reasons.

It's own studies suggest that, on historic trends, fossil fuels may still leave a shortfall of some 30-100m. tons of coal equivalent primary energy by 1990 and some 250m. tons by the year 2000.

This can only be supplied by nuclear power and even then adequate energy supplies will remain dependent on a thriving coal industry. For this reason, the Department is concerned both over the public hostility to nuclear power and the reluctance of the electricity industry to increase its coal burn in the short-term.

It is also worried about the low response so far to its pleas for greater conservation.

Roy Rogers adds: Mr. Wedgwood Benn, who told the 39-man TGWU executive that it was "essential that those who work in the energy industries should have a full opportunity

to contribute to the development of policy," was almost immediately presented with a demand for a lay union representative on the British National Oil Corporation Board.

The Energy Secretary assured the executive members that he was prepared to consider their demand and asked them to put forward names, not only of rank and file union members, but also of union and management officials.

He reminded them that the Board already included Mr. Gavin Laird of the AUEW executive as a part-time member, and Lord Brighshaw,

former general secretary of the print union Natsop.

Mr. Wedgwood Benn, self a member of the TGWU, came in for some criticism from the Government's policy seeking a 51 per cent. in North Sea oil output, rather than a 51 per cent. stake. But he defended Government's participation progress and stated when future licences awarded the Government would be in a position to specify conditions.

The unions should in themselves more in the fray, in such fields as health and safety.

ICI jobs cut plan angers unions

By Loreslie Oslager, Labour Staff

TRADE UNIONS reacted angrily yesterday to ICI's announcement that it intended to reduce the labour force in its European fibre operations by up to one third over the next four years.

Mr. John Miller, Transport and General Workers' Union national officer for the chemical industry and the secretary of the ICI signatory unions, said he would protest most strongly to the company "at the way this news was suddenly unleashed without prior consultation."

He expressed particular concern that ICI did not inform the unions of its intention at a regular consultation meeting on Monday, when manpower planning and forward investment intentions were discussed.

ICI, which is investigating with the unions how the existing joint consultation procedure can be improved and expanded, had agreed to start a series of meetings with the unions to inform them of forward investment plans, Mr. Miller said.

The absence of any consultations on the plans for the fibres division "therefore comes as even more of a surprise."

Multinationals' staff paid more, says ILO

BY DAVID CHURCHILL, LABOUR STAFF

MOST MULTINATIONAL companies in Western Europe pay their employees higher wages and salaries than average rates in national companies, the International Labour Office claims in a new study of multinationals.

Nevertheless, the majority of trade unionists, especially those in the U.K., are suspicious of multinationals' motives.

The ILO survey suggests that the higher level of wages in multinationals is a consequence of these companies being concentrated in higher-paying industries. When comparing wage levels between companies in the same industry, however, multinationals tend to be on the same level as domestic companies.

In developing countries, the ILO found that multinationals paid substantially higher wages—sometimes up to 50 per cent. more—than all national companies. This was due to the higher technology and economic strength of multinationals in these countries, the ILO claims.

environment, and alternative form of shop-floor organisation.

The benefits achieved by the export of parent country practices to the country of operation, however, have been countered by the export of less "desirable" attitudes. "Multinationals have resisted demands for certain types of fringe benefits not found in the home country, not always emphasised secure and stable employment, and tried to implement wage systems not in line with local values."

The insular attitude of most multinationals in relation to collective bargaining and industrial action has the effect, says the ILO, of irritating trade unions in the host country. This inward-looking attitude, due partly to the realisation that effective control rested in the home country, was also claimed by some unions as being designed to frustrate the impact of unions.

A large majority of the trade unionists surveyed by the ILO wanted greater involvement with the company on a transnational basis. Unions were particularly concerned about employment and investment policies originating from head office, but affecting employees in the countries of operation.

Threshold pay problem for busmen

PAY TALKS for London's 23,000 busmen on Monday when negotiators wrestle with a problem of interpretation of the Government's 1981 pay policy.

That is because the busmen have a threshold argument which has asked for a 5% a week increase in pay since the pay policy was introduced.

But it is not clear how this will have to be against the 1981 maximum Transport and General Workers' Union will be seeking for members from April 2.

Mr. Larry Smith, national bus secretary, yesterday said the threshold would have to be taken account, but said the intention of the union and of I. Transport could well differ.

He added that if there was no pay policy, the London busmen would need a £10 rise to keep pace with the cost of living.

Difficulties

The company did agree yesterday that unions at national level had not been informed of the decision, but it promised "detailed" discussions with officials later.

Mr. David Warburton, chemical officer for the General and Municipal Workers' Union, also stressed the absence of consultations.

The unions acknowledge that the fibres division is facing difficulties, but Mr. Warburton said it had appeared recently that the worst might be over.

There were indications that the unions might oppose the redundancies, even if they could be achieved by voluntary means.

"We are in business to preserve jobs, not to sit back and let ICI make arbitrary decisions," Mr. Warburton said.

Today, the unions meet the Chemical Industries Association and are expected to press for more disclosure of information, particularly on investment planning, within the framework of the "Little Noddy" for the industry.

Scots to lobby PM on jobless

By Roy Rogers

A MEETING of about 200 shop stewards in Glasgow yesterday decided unanimously to send a delegation to seek a meeting with the Prime Minister, whom they will urge to tackle rising unemployment levels.

The Clyde District Committee of the Confederation of Shipbuilding and Engineering Unions also decided to call on their 100,000 members in the West of Scotland to stop work from 3 p.m. on that day, March 24, in support of the delegation.

At yesterday's meeting, Mr. Denis Healey, the Chancellor of the Exchequer, was described as a "madman who acted as a puppet for the City."

Mr. Ken Gill, the Communist general secretary of the Technical and Supervisory section of the Amalgamated Union of Engineering Workers and a member of the TUC General Council, told the conference: "There is no greater madness than to organise our society in such a way that less and less people have to provide the essentials of life for more and more unemployed people."

IN BRIEF

Oil strike over
Construction workers who have been on strike over a union representation dispute at the Teeside site of Phillips Petroleum's £120m. oil terminal for over a week, will return to work to-day.

Concorde sit-in
Several hundred manual workers at the British Aircraft Corporation factory at Filton, Bristol, where Concorde is built, yesterday staged a jobs protest sit-in at the main office block of the plant for about an hour.

Going public
The 97,000-strong Society of Civil Servants, which represents mostly officers in the executive grade, is proposing to change its name to the Society of Civil and Public Servants to show it has members in public services like the Post Office. The proposed change will be submitted to the union's annual conference in the spring.

Devolution detail
The TUC economic committee is expected to examine the Government's devolution proposals in detail next week. Yesterday the committee reaffirmed its broad support for the White Paper proposals and repeated its opposition to "separation."

Nalco jobs fear
The National and Local Government Officers' Association has told the Government that the jobs of professional staff such as architects and engineers could be in danger as a result of the proposed cuts in local authorities' capital expenditure.

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Today



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Mellon Bank, N.A. and its Subsidiaries

(a Subsidiary of Mellon National Corporation)

Pittsburgh, Pennsylvania

Consolidated Statement of Condition

December 31, 1975

Assets	
Cash and Due from Banks	\$1,167,102,000
Money Market Investments	
Time Deposits with Other Banks	1,133,078,000
Other Investments, Principally Federal Funds Sold	336,756,000
Trading Account Securities	13,577,000
Investment Securities:	
U.S. Treasury and Agency Securities	330,832,000
Obligations of States and Political Subdivisions	606,086,000
Other Securities	50,827,000
Loans and Related Assets:	
Loans	4,476,429,000
Direct Lease Financing	9,267,000
Other Loan-Related Assets	41,835,000
Less Reserve for Possible Credit Losses	(53,137,000)
Total Loans and Related Assets	4,474,394,000
Premises and Equipment	62,039,000
Customers' Acceptance Liability	232,508,000
Other Assets	168,708,000
Total Assets	\$8,595,909,000
Liabilities	
Deposits in Domestic Offices:	
Demand	\$2,038,487,000
Savings	1,137,578,000
Time	1,946,030,000
Deposits in Foreign Offices	1,889,634,000
Total Deposits	7,011,729,000
Federal Funds Purchased	588,236,000
Other Funds Borrowed	53,029,000
Acceptances Outstanding	232,510,000
Other Liabilities	132,910,000
Total Liabilities	8,017,414,000
Capital	
Capital Stock—\$10 Par Value	
Authorized	12,000,000
Issued	10,019,413
Surplus	251,267,000
Undivided Profits	182,034,000
Reserve for Contingencies	45,000,000
Total Capital	578,495,000
Total Liabilities and Capital	\$8,595,909,000

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BIDS AND DEALS

Cavenham fills in details

Cavenham, the U.K. foods group headed by Mr. Jimmy Goldsmith, has confirmed details of a complicated series of deals with French associate companies which will result in control of the group passing to Générale Occidentale. At the same time Cavenham will be gaining control of Générale Alimentaire, a French food company, in which it already has a direct holding of 18m. shares.

To overcome exchange control problems, Générale Occidentale, which, together with its subsidiary Anglo-Continental Investment and Finance, holds 39.2 per cent. of Cavenham, will take an offer for the publicly held shares of Générale Alimentaire on the basis of 1 GO share for every 2 G.A. It is then intended that the G.A. shares thus obtained will be sold to Cavenham in exchange for Cavenham shares.

Altogether the proposals should result in the issue of 20m. new Cavenham shares and GO, together with Anglo-Continental, will then hold over 50 per cent. of the Cavenham capital. GO is not intending to bid any shares held outside the group.

The chief administrator of Générale Occidentale, Madame Gilberte Beaux, in an interview in Paris, said that the consolidated group turnover following consolidation of the new grouping would amount to FF16bn. and that the split would be around 80-20 between marketing and production.

WHOLESALE FITTINGS

A discretionary trust holding 45.7 per cent. (1,597,300 shares) of Wholesale Fittings, electrical distributors, is to be dissolved for tax reasons, resulting in changes in the holdings of family interests.

Mr. D. S. Rose and Mr. L. H. Rose, the joint managing directors, together with their immediate family, will be taking up their full allocation. This will increase each of those two family

blocks by 395,000 shares, bringing their holdings to 370,500 and 441,000 shares respectively.

Of the remaining shares—807,300—beneficiaries are to take up 122,300, but 685,000 have been placed in the hands of institutions. Thus the holdings of the family interests will be reduced from 45.7 per cent. to just over 26 per cent.

Hanson bids for Hygrade

Hanson Trust, through its subsidiary Hanson Industries Inc., has gone ahead with the tender offer of \$20 per share for Hygrade Food Products, an American meat packaging and processing company in which it already holds 48 per cent. of the capital. Hanson announced its intention to bid for the outstanding shares on February 12.

WENTGATE ENGINEERS

Negotiations have now been concluded by the Receiver, Mr. W. R. Cross, for the transfer of the assets of Wentgate Engineers to a private group under the leadership of Mr. P. M. Threlfall, who recently retired as managing director of Pye of Cambridge. The new owners will continue the manufacture of the current range of electron beam welders and high vacuum furnaces. They are confident that there is a large potential for these products in the world markets and they are planning for expansion.

TCK AGENCY

TCK Group has finalised an agreement with Aida Engineering, a Japanese manufacturer of power presses, to acquire a Japanese industrial and trading company, under which TCK will be sole distributor of Aida presses in the Middle East.

Govt. halts Incheape

The Australian authorities have stepped into the take-over battle between Incheape, the international trading group, and Western Australian Worsted and Woollen Mills, which are both trying to gain control of Emma Wine, with an interim order preventing Incheape proceeding with its bid for a period of 90 days.

The order has been made by the Australian Treasurer under the Australian Foreign Takeovers Act, 1975. There has been no restriction placed on the bid from Western Australian, which already holds 32.5 per cent. of the Emma equity.

Incheape is now reported to be in consultation with the authorities in Canberra and is considering the position with its financial advisers. A further statement is expected in the near future.

NYLONIC INDS.

Nylonic Industries Ltd., the holding company formed by Nylonic Engineering, has acquired Design and Engineering Plastics. The new grouping adds D and EP's Letchworth and Bury St. Edmunds plastics manufacturing and supply centres to those of Nylonic Engineering at Rickmansworth and Brownhills.

Based on current orders and recent business trends, Nylonic Industries forecasts a group turnover in engineering and other plant in excess of £1m. in the coming year.

GOODMAN BROS.

Goodman Brothers and Stockman has paid the final consideration of £20,000 for Cevineta, in cash and shares.

KCA ACCEPTS

Berry Wiggins' offer for the minority holding in its subsidiary, KCA Drilling Group, has now been accepted by more than 75 per cent. of the holders, giving in excess of 80 per cent. of those

RESULTS AND ACCOUNTS IN BRIEF

BAMFORDS (agricultural machinery)—Results for year to September 30, 1975 and 1976. Gross revenue £1,200,000, net profit £120,000. Dividend £120,000. Chairman, PPG Industries, Inc.

BERADIE RUBBER ESTATES—Dividend £100,000 (0.50p) paid as interim in lieu of final. Sales for year to September 30, 1975 £1,200,000, net profit £120,000. Chairman, Putnam Incorporated.

JOHN CONCORAN—Chairman, Consolidation Coal Company.

B. R. DORSEY—Chairman, Gulf Oil Corporation.

W. H. KROME GEORGE—Chairman, Aluminum Company of America.

JAMES H. HIGGINS—Chairman, Mellon National Corporation and Mellon Bank, N.A.

CURTIS E. JONES—President, Mellon National Corporation and Mellon Bank, N.A.

JOHN A. MAYER—Former Chairman, Mellon National Corporation and Mellon Bank, N.A.

PAUL MELLON—President, Richard H. Mellon and Sons.

NATHAN W. PEARSON—Financial Advisor, Paul Mellon Family Interests.

WILLIAM H. REA—Chairman, River Tysons Corporation.

WILLARD F. ROCKWELL, JR.—Chairman, Rockwell International Corporation.

JOHN T. RYAN, JR.—Chairman, Mine Safety Appliances Company.

RICHARD M. SCAIFE—Publisher, Tribune-Review.

WILLIAM P. SNYDER, III—President, The Sherrill Furnace Company.

JAMES W. WILCOCK—Chairman and President, Joy Manufacturing Company.

MINING NEWS

Mining shares in retreat

BY KENNETH MARSTON, MINING EDITOR

SHADOWS over the prices of all metal was sold from recent African mining, and non-mining, investments lengthened yesterday following the news from Mozambique. For the most part there was virtually no recovery after a day of quite heavy selling but a little late buying interest from the U.S. produced a partial rally in De Beers which closed 5p down at 188p after 235p in mid-July. The Gold Mines index came back from 235p in mid-January. The Gold Mines index lost 9.7 to 164, its lowest since December 3, 1973.

Wankie Colliery and Coronation Syndicate are among the very few mining companies with the bulk of their assets in Rhodesia. Rhodesian Corporation has sizeable interests there and so does Lonrho, although these form only a small part of the latter's overall assets. Messina draws the major part of its copper from Rhodesia, but has large mining and industrial interests in South Africa.

If one regards South-West Africa as also being vulnerable in the present political situation the field widens, but as far as the major mining groups are concerned their assets in that country are very small in relation to their overall interests, especially from an income-producing angle.

The exception is De Beers which draws about one-third of its net profits from the Consolidated Diamond Mines' operation.

Selection Trust has a beneficial interest of 14.25 per cent. in the latter paid no dividend last year and it is of small significance when compared with the group's interests in North America and Australia. Rio Tinto-Zinc has the embryo Rössing uranium mine, the group's assets are largely in other continents.

And on the subject of new mines the Johannesburg Consolidated group is close to reaching the production stage at Oibane copper mines in South-West Africa and the Shangani nickel property in Rhodesia.

Finally, the bulk of the capital of South West Africa Company ("Swaco") is held by the Anglo American and Gold Fields groups, but it represents only a tiny part of their total assets.

See page 7

Thanks to earnings by more than 100,000 tons of coal, the River coal division, McIntyre Mines has turned a net consolidated surplus of £11.5m. (1975) to a net consolidated deficit of £12.5m. (1976).

South Africa's gold holdings, £7.40 (£3.69) per share, latest figures issued by the Reserve Bank show that in the previous year, March week ended February 27 the Republic's holdings fell by £0.7m. to £354.4m. indicating that around three-quarters of a tonne of

gold was sold from the country's reserves.

At December 31, ore-totaled 3,99m. tonnes at per cent. 1975, 14.1 per cent. 1976, 14.1 per cent. 1977, 14.1 per cent. 1978, 14.1 per cent. 1979, 14.1 per cent. 1980, 14.1 per cent. 1981, 14.1 per cent. 1982, 14.1 per cent. 1983, 14.1 per cent. 1984, 14.1 per cent. 1985, 14.1 per cent. 1986, 14.1 per cent. 1987, 14.1 per cent. 1988, 14.1 per cent. 1989, 14.1 per cent. 1990, 14.1 per cent. 1991, 14.1 per cent. 1992, 14.1 per cent. 1993, 14.1 per cent. 1994, 14.1 per cent. 1995, 14.1 per cent. 1996, 14.1 per cent. 1997, 14.1 per cent. 1998, 14.1 per cent. 1999, 14.1 per cent. 2000, 14.1 per cent. 2001, 14.1 per cent. 2002, 14.1 per cent. 2003, 14.1 per cent. 2004, 14.1 per cent. 2005, 14.1 per cent. 2006, 14.1 per cent. 2007, 14.1 per cent. 2008, 14.1 per cent. 2009, 14.1 per cent. 2010, 14.1 per cent. 2011, 14.1 per cent. 2012, 14.1 per cent. 2013, 14.1 per cent. 2014, 14.1 per cent. 2015, 14.1 per cent. 2016, 14.1 per cent. 2017, 14.1 per cent. 2018, 14.1 per cent. 2019, 14.1 per cent. 2020, 14.1 per cent. 2021, 14.1 per cent. 2022, 14.1 per cent. 2023, 14.1 per cent. 2024, 14.1 per cent. 2025, 14.1 per cent. 2026, 14.1 per cent. 2027, 14.1 per cent. 2028, 14.1 per cent. 2029, 14.1 per cent. 2030, 14.1 per cent. 2031, 14.1 per cent. 2032, 14.1 per cent. 2033, 14.1 per cent. 2034, 14.1 per cent. 2035, 14.1 per cent. 2036, 14.1 per cent. 2037, 14.1 per cent. 2038, 14.1 per cent. 2039, 14.1 per cent. 2040, 14.1 per cent. 2041, 14.1 per cent. 2042, 14.1 per cent. 2043, 14.1 per cent. 2044, 14.1 per cent. 2045, 14.1 per cent. 2046, 14.1 per cent. 2047, 14.1 per cent. 2048, 14.1 per cent. 2049, 14.1 per cent. 2050, 14.1 per cent. 2051, 14.1 per cent. 2052, 14.1 per cent. 2053, 14.1 per cent. 2054, 14.1 per cent. 2055, 14.1 per cent. 2056, 14.1 per cent. 2057, 14.1 per cent. 2058, 14.1 per cent. 2059, 14.1 per cent. 2060, 14.1 per cent. 2061, 14.1 per cent. 2062, 14.1 per cent. 2063, 14.1 per cent. 2064, 14.1 per cent. 2065, 14.1 per cent. 2066, 14.1 per cent. 2067, 14.1 per cent. 2068, 14.1 per cent. 2069, 14.1 per cent. 2070, 14.1 per cent. 2071, 14.1 per cent. 2072, 14.1 per cent. 2073, 14.1 per cent. 2074, 14.1 per cent. 2075, 14.1 per cent. 2076, 14.1 per cent. 2077, 14.1 per cent. 2078, 14.1 per cent. 2079, 14.1 per cent. 2080, 14.1 per cent. 2081, 14.1 per cent. 2082, 14.1 per cent. 2083, 14.1 per cent. 2084, 14.1 per cent. 2085, 14.1 per cent. 2086, 14.1 per cent. 2087, 14.1 per cent. 2088, 14.1 per cent. 2089, 14.1 per cent. 2090, 14.1 per cent. 2091, 14.1 per cent. 2092, 14.1 per cent. 2093, 14.1 per cent. 2094, 14.1 per cent. 2095, 14.1 per cent. 2096, 14.1 per cent. 2097, 14.1 per cent. 2098, 14.1 per cent. 2099, 14.1 per cent. 2100, 14.1 per cent. 2101, 14.1 per cent. 2102, 14.1 per cent. 2103, 14.1 per cent. 2104, 14.1 per cent. 2105, 14.1 per cent. 2106, 14.1 per cent. 2107, 14.1 per cent. 2108, 14.1 per cent. 2109, 14.1 per cent. 2110, 14.1 per cent. 2111, 14.1 per cent. 2112, 14.1 per cent. 2113, 14.1 per cent. 2114, 14.1 per cent. 2115, 14.1 per cent. 2116, 14.1 per cent. 2117, 14.1 per cent. 2118, 14.1 per cent. 2119, 14.1 per cent. 2120, 14.1 per cent. 2121, 14.1 per cent. 2122, 14.1 per cent. 2123, 14.1 per cent. 2124, 14.1 per cent. 2125, 14.1 per cent. 2126, 14.1 per cent. 2127, 14.1 per cent. 2128, 14.1 per cent. 2129, 14.1 per cent. 2130, 14.1 per cent. 2131, 14.1 per cent. 2132, 14.1 per cent. 2133, 14.1 per cent. 2134, 14.1 per cent. 2135, 14.1 per cent. 2136, 14.1 per cent. 2137, 14.1 per cent. 2138, 14.1 per cent. 2139, 14.1 per cent. 2140, 14.1 per cent. 2141, 14.1 per cent. 2142, 14.1 per cent. 2143, 14.1 per cent. 2144, 14.1 per cent. 2145, 14.1 per cent. 2146, 14.1 per cent. 2147, 14.1 per cent. 2148, 14.1 per cent. 2149, 14.1 per cent. 2150, 14.1 per cent. 2151, 14.1 per cent. 2152, 14.1 per cent. 2153, 14.1 per cent. 2154, 14.1 per cent. 2155, 14.1 per cent. 2156, 14.1 per cent. 2157, 14.1 per cent. 2158, 14.1 per cent. 2159, 14.1 per cent. 2160, 14.1 per cent. 2161, 14.1 per cent. 2162, 14.1 per cent. 2163, 14.1 per cent. 2164, 14.1 per cent. 2165, 14.1 per cent. 2166, 14.1 per cent. 2167, 14.1 per cent. 2168, 14.1 per cent. 2169, 14.1 per cent. 2170, 14.1 per cent. 2171, 14.1 per cent. 2172, 14.1 per cent. 2173, 14.1 per cent. 2174, 14.1 per cent. 2175, 14.1 per cent. 2176, 14.1 per cent. 2177, 14.1 per cent. 2178, 14.1 per cent. 2179, 14.1 per cent. 2180, 14.1 per cent. 2181, 14.1 per cent. 2182, 14.1 per cent. 2183, 14.1 per cent. 2184, 14.1 per cent. 2185, 14.1 per cent. 2186, 14.1 per cent. 2187, 14.1 per cent. 2188, 14.1 per cent. 2189, 14.1 per cent. 2190, 14.1 per cent. 2191, 14.1 per cent. 2192, 14.1 per cent. 2193, 14.1 per cent. 2194, 14.1 per cent. 2195, 14.1 per cent. 2196, 14.1 per cent. 2197, 14.1 per cent. 2198, 14.1 per cent. 2199, 14.1 per cent. 2200, 14.1 per cent. 2201, 14.1 per cent. 2202, 14.1 per cent. 2203, 14.1 per cent. 2204, 14.1 per cent. 2205, 14.1 per cent. 2206, 14.1 per cent. 2207, 14.1 per cent. 2208, 14.1 per cent. 2209, 14.1 per cent. 2210, 14.1 per cent. 2211, 14.1 per cent. 2212, 14.1 per cent. 2213, 14.1 per cent. 2214, 14.1 per cent. 2215, 14.1 per cent. 2216, 14.1 per cent. 2217, 14.1 per cent. 2218, 14.1 per cent. 2219, 14.1 per cent. 2220, 14.1 per cent. 2221, 14.1 per cent. 2222, 14.1 per cent. 2223, 14.1 per cent. 2224, 14.1 per cent. 2225, 14.1 per cent. 2226, 14.1 per cent. 2227, 14.1 per cent. 2228, 14.1 per cent. 2229, 14.1 per cent. 2230, 14.1 per cent. 2231, 14.1 per cent. 2232, 14.1 per cent. 2233, 14.1 per cent. 2234, 14.1 per cent. 2235, 14.1 per cent. 2236, 14.1 per cent. 2237, 14.1 per cent. 2238, 14.1 per cent. 2239, 14.1 per cent. 2240, 14.1 per cent. 2241, 14.1 per cent. 2242, 14.1 per cent. 2243, 14.1 per cent. 2244, 14.1 per cent. 2245, 14.1 per cent. 2246, 14.1 per cent. 2247, 14.1 per cent. 2248, 14.1 per cent. 2249, 14.1 per cent. 2250, 14.1 per cent. 2251, 14.1 per cent. 2252, 14.1 per cent. 2253, 14.1 per cent. 2254, 14.1 per cent. 2255, 14.1 per cent. 2256, 14.1 per cent. 2257, 14.1 per cent. 2258, 14.1 per cent. 2259, 14.1 per cent. 2260, 14.1 per cent. 2261, 14.1 per cent. 2262, 14.1 per cent. 2263, 14.1 per cent. 2264, 14.1 per cent. 2265, 14.1 per cent. 2266, 14.1 per cent. 2267, 14.1 per cent. 2268, 14.1 per cent. 2269, 14.1 per cent. 2270, 14.1 per cent. 2271, 14.1 per cent. 2272, 14.1 per cent. 2273, 14.1 per cent. 2274, 14.1 per cent. 2275, 14.1 per cent. 2276, 14.1 per cent. 2277, 14.1 per cent. 2278, 14.1 per cent. 2279, 14.1 per cent. 2280, 14.1 per cent. 2281, 14.1 per cent. 2282, 14.1 per cent. 2283, 14.1 per cent. 2284, 14.1 per cent. 2285, 14.1 per cent. 2286, 14.1 per cent. 2287, 14.1 per cent. 2288, 14.1 per cent. 2289, 14.1 per cent. 2290, 14.1 per cent. 2291, 14.1 per cent. 2292, 14.1 per cent. 2293, 14.1 per cent. 2294, 14.1 per cent. 2295, 14.1 per cent. 2296, 14.1 per cent. 2297, 14.1 per cent. 2298, 14.1 per cent. 2299, 14.1 per cent. 2300, 14.1 per cent. 2301, 14.1 per cent. 2302, 14.1 per cent. 2303, 14.1 per cent. 2304, 14.1 per cent. 2305, 14.1 per cent. 2306, 14.1 per cent. 2307, 14.1 per cent. 2308, 14.1 per cent. 2309, 14.1 per cent. 2310, 14.1 per cent. 2311, 14.1 per cent. 2312, 14.1 per cent. 2313, 14.1 per cent. 2314, 14.1 per cent. 2315, 14.1 per cent. 2316, 14.1 per cent. 2317, 14.1 per cent. 2318, 14.1 per cent. 2319, 14.1 per cent. 2320, 14.1 per cent. 2321, 14.1 per cent. 2322, 14.1 per cent. 2323, 14.1 per cent. 2324, 14.1 per cent. 2325, 14.1 per cent. 2326, 14.1 per cent. 2327, 14.1 per cent. 2328, 14.1 per cent. 2329, 14.1 per cent. 2330, 14.1 per cent. 2331, 14.1 per cent. 2332, 14.1 per cent. 2333, 14.1 per cent. 2334, 14.1 per cent. 2335, 14.1 per cent. 2336, 14.1 per cent. 2337, 14.1 per cent. 2338, 14.1 per cent. 2339, 14.1 per cent. 2340,

INTERNATIONAL COMPANY NEWS + EURO MARKETS

Paris Bourse preparing for a global role

BY RUPERT CORNWELL

PARIS, March 3.

PLANS FOR a streamlined Paris Bourse, boasting a partly computerised dealing network, lengthened trading hours and a simplified system of quotations, were put forward today by the new President of the Stock Exchange, M. Yves Flornoy.

M. Flornoy went out of his way to describe the proposals as "evolution" rather than "revolution", and warned of the difficulties ahead. Even if things went through as fast as possible, he said, the new arrangements could not be operating before 1978.

Nonetheless, the blueprint he set out before the Press this morning would amount to the most fundamental overhaul of the market since 1945. Far more than the schemes put forward in the past by the Finance Ministry, its adoption would pave the way for Paris to become a genuine international competitor to New York and the London Stock Exchange.

A Bourse historically tailored to the traditional small investor and speculator, would become more flexible and geared to the needs of the institutions which dominate trading here as elsewhere.

At present, shares in Paris can be quoted on either a cash or a forward basis, while their daily price can be settled in any of four different ways. This, M. Flornoy argued, "makes share dealing a costly business and the computerisation of the market practically impossible."

Instead, the Bourse would be converted either to a forward system, as in London, or to an essentially cash market, as New York.

No consensus has yet emerged, but the balance of opinion appears to lean to the cash market answer.

Meanwhile the trading period of the Bourse has to be lengthened from the present two-hour span of 12.30 p.m. to 2.50 p.m. to something closer to five or six-hour session operating for both the U.K. and U.S. markets.

Not least of the advantages here would be to allow for some significant price movements in mid-session. Under the present arrangements, most of the day's trading is done when the opening price is set under the "à la criée" system beloved of Paris.

The centrepiece, however, of M. Flornoy's scheme is for the computerisation of trading, analogous to but not necessarily inspired by Ariel and other systems which operate in London, and those covering Wall Street.

Rather than the introduction of either a category of "libbers" or specialists on to the Bourse, it was the scope offered to outside operators by computerisation which would widen the market, extend after-hours trading, and enable large lines of orders to be absorbed, or big buying orders met.

Hong Kong commission calls for views on exchange merger

HONG KONG, March 3.

THE SECURITIES Commission has requested by the end of this month the views of the four Hong Kong exchanges on its discussion paper concerning their possible merger, a commission spokesman said.

If the replies are unfavourable, the exchanges would probably be asked to make their own proposals on the subject within a further month, he said.

Last month, Hong Kong stock exchange and Kowloon stock exchange meetings turned down the Commission's suggestions for liquidating the four exchanges and replacing them by a single one.

Far East exchange, deputy chairman Kenneth Wong told Reuters the exchange has tentatively fixed March 22 for an open discussion by members on the merger question.

A Kam Ngan stock exchange spokesman said the exchange is still considering how to deal with the subject. Spokesmen for both exchanges said members would probably be in favour, in principle, of merging the exchanges but the method of achieving this posed many technical problems.

The viewpoints of the four exchanges will be conveyed to the Securities Commission by the Federation of Stock Exchanges. The Commission originally asked for this to be done by the end of February.

Many brokers consider merging the Stock Exchanges could be beneficial but the need for this step seems less urgent now. Stock Market activity has boomed and brokers' profits have increased, brokers sources said.

The main objection to the Commission's suggested plan of action concerns a proposal that the number of brokers might be reduced by allowing the 800 largest by turnover to bid for perhaps 300 seats on a new single exchange, they said.

Kan Ngan Stock Exchange chairman Woo Hon-Fai told Reuters the number of brokers could be cut to around half the present total of nearly 1,000 without the need for a tender for seats.

Shipbuilders moot capacity cuts

BONN, March 3.

LEADING European shipbuilders interviewed by the daily news have been talking about making cuts in capacity to meet the industry's present crisis, Herr Norbert Henke, 30 per cent, on the cargo vessel side, once the present building boom has passed, he said.

He forecast that the shipping industry would probably not recover until the end of the decade.

Herr Henke did not say who was involved in the talks nor how far they had progressed, explaining it was a loose grouping formed with that one.

He added, however, "It is of course, very unlikely that voluntary agreements over worldwide capacity reductions will come about."

The Hamburg-based HDW, a subsidiary of the State-owned Salzgitter, has enough orders on hand to keep its three plants occupied on average through to autumn 1977, he said.

Herr Henke said HDW was fortunate because, unlike some German companies, only half of its total production comprised cargo vessels.

Once the market picked up again, Herr Henke said he expected increased demand for medium-sized vessels. Some types of gas tankers could also become interesting. It would be wrong though to assume more orders for large oil tankers in the next few years.

Weekly net asset value	
on March 1, 1976	
Tokyo Pacific Holdings N.V.	U.S. \$ 35.35
Tokyo Pacific Holdings (Seaboard) N.V.	U.S. \$ 25.79
Listed on the Amsterdam Stock Exchange	
Information: Pearson, Harding & Pearson N.V., Herengracht 214, Amsterdam	

FATA OPEN MIDDLE EAST OFFICE

The FATA European Group is extending its organisation and announces the opening of an office in Amman, Jordan, for technical-commercial assistance to its customers in the Middle East.

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The FATA office at Milton Keynes will co-ordinate any technical-commercial relations with FATA's Turin head office and the office in Amman.

Refinery goes into moth balls

By Robert Gibbons

MONTREAL, March 3.

THE \$250m. Come By-Change oil refinery in Newfoundland is being shut down. The process of mothballing began on Monday, Clarkson Company, the receiver, said in a phone interview in St. John's.

Mothballing will take three months. On Monday, the operators of the refinery, Newfoundland Refining, both subsidiaries of Shabden Natural Resources, New York, posted a notice telling 454 workers on the refinery payroll that their services will not be required after March 15. Clarkson said that about 150 workers will be required for the mothballing job and that after August only 35 would be employed permanently at the refinery.

Clarkson was appointed interim receiver by the court in St. John's on February 13 after a petition for a receiving order was made by the Japanese Ataka group, which through its New York affiliated Atlantic Trading Company, is a secured creditor for \$80m. (on the inventory) and an unsecured creditor for over \$200m. for crude oil. It acted as agent in the crude supply—British Petroleum shipped the crude and was paid by Ataka.

Later, the first and second mortgage holders—the British Export Credits Guarantee Department and the Newfoundland government, seized the refinery assets and appointed Clarkson as receiver. Clarkson has engaged British Petroleum to supervise the shutdown and mothballing and both BP Canada and BP U.K. personnel are now at the site.

The court hearing on the original petition for a receiving order by the Ataka group comes up March 8 in St. John's. The ECGD holds a \$108m. first mortgage on the refinery and a \$41m. second mortgage. The receiver stated that he remains open to any bona-fide inquiry for information about the refinery from any potential buyer. However, neither the Newfoundland Government nor the refinery sources expect a buyer to come forward because of low product prices and amounts to be spent to rebuild the hydrogen unit. The refinery came on stream in 1974 but has been having technical troubles, besides the problem of selling its fuel oil and gasoline in a glutted market.

The Shabden group is still fighting to keep ownership through the two Canadian subsidiaries and has filed a suit in New York attacking the Japanese group's request for a receiving order in St. John's as in the nature of a liquidation and accusing Ataka of failing to live up to signed agreements covering oil industry ventures in several parts of the world.

There seems little hope of keeping the refinery operating and mothballing is expected to be completed.

Litigation over ownership and debts is expected to be lengthy.

Jacques Borel International has declared a total 1975 dividend of Frs.9 (Frs.8.25) on capital raised by 20 per cent. This gives an increase in the total dividend payment to Frs.4m. (Frs.3.7m.), a rise of 30 per cent, the company said.

Net consolidated profits were Frs.20.1m. (Frs.18.2m.) on a group pre-tax turnover of Frs.1bn. (Frs.797m.). Group operating profits emerged at Frs.40.1m. (Frs.32.7m.).

Net consolidated profits per share totalled Frs.16.3 (Frs.15.8) on a capital raised by 20 per cent. This excludes the dividend of Frs.1.434,040 shares, but which do not rank for the 1975 dividend.

On current share capital, net profits per share were Frs.14.05 (Frs.12.7m.).

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KONE OY

KONE OY the Finnish lift manufacturer, passed the FM1bn. (\$130m.) turnover mark last year, doubling sales in a single year. Contributing to this growth were Société Française des Ascenseurs Westinghouse and Westinghouse Electric S.A. of Belgium, the U.S. Corporation's lift operations in Europe, in both of which Kone took a controlling interest at the end of 1974.

Third place

Kone's recent development has been remarkable with turnover nearly trebling from 1973 to 1975. It is the story of a small family company from a small country determined to survive in a highly competitive business at a time when other lift manufacturers were folding up. Today Kone is third only to the American Otis Corporation and the Swiss Schindler Company in the European lift business with over 60 per cent of its sales going to the EEC and EFTA areas.

Mr. Pekka Herlin, the managing director and son of chairman Heikki Herlin, says that a company analysis in the late '60s showed that Kone would not be able to afford the required product development, keeping pace with new sophisticated control systems, if it stuck to the Finnish and Scandinavian markets. It acted on this conclusion.

Like many Finnish companies Kone had its first experience of foreign business after the war on the Soviet market and sales to

Expanding to survive

BY WILLIAM DUFFLOR, NORDIC CORRESPONDENT

STOCKHOLM, March 3.

the Comecon bloc still make up some 9 per cent of the total. But in the late '60s Kone took over the lift operations of the Swedish multinational ASEA obtaining a production monopoly in the Nordic countries.

Moving on to the Continent, it took over the Sowit Company in Austria, Havemeier and Sander in West Germany and a minority interest in the Spanish Eguren-Kone company, now expanded into majority control. In 1974 it bought Whitbread Lifts, a British servicing company. Finally, Westinghouse's French and Belgian companies were acquired in a stock for stock deal, which left Westinghouse with 18 per cent of the Kone share capital and 7 per cent of the voting rights.

Kone has also diversified into the materials handling business, which has become the concern's fastest growing division, accounting for some 25 per cent of turnover last year. Appropriately for a Finnish company it has specialised in wood-handling equipment, developing automatic log conveyor and grinder feeding systems, which have been selling successfully in Canada and the Soviet Union as well as in Scandinavia and Europe. Mr. Herlin, pointing to the European pulp and paper industry's need for rationalisation and automation, sees wood-handling as a distinct growth area for Kone.

The materials handling division has developed other bulk handling equipment, including

cranes and electric hoists. Last month it won a big loading shed after the Westinghouse equipment order for LASH vessels being built by Valmet. The division has also participated in the concern's takeovers, acquiring the Norwegian Wisbech Refsum company, which specialised in lift cranes, in 1973.

Kone's 1975 profit figures, released today, are not exceptional but the process of digesting the new acquisitions has scarcely begun. Pre-tax earnings for 1975 were FM46.5m. (\$6m.) on the FM37.9m. on sales of FM526m. the previous year. Taxes, however, are low at FM5m. and parent company shows earnings of FM3.9m. out of which the Board proposes to pay main-ained dividends of FM4 per "A" share and FM3.50 per "B" share on the increased share capital.

The equity was raised last year from FM20.5m. to FM61.9m. by bonus and rights issues as well as share sales. The price of the FM110n. turnover compared with the FM37.9m. on sales of FM526m. the previous year. Taxes, however, are low at FM5m. and parent company shows earnings of FM3.9m. out of which the Board proposes to pay main-ained dividends of FM4 per "A" share and FM3.50 per "B" share on the increased share capital.

Borrowings

Kone has been able to expand without substantially increasing its borrowings, although last year the long-term debt rose from FM136m. to FM274m. and the net interest charges from FM4.7m. to FM24.9m. because of

work in New York, Chicago, Los Angeles, London and Milan. The international organisation numbers 31 offices. The 14 branches of four banking subsidiaries, two overseas branches of the bank itself and 15 other extensions—representative offices, finance companies and the like.

The total number of branches and offices of the group, in Israel and abroad, is 338 (an addition of 22). The number of branches of the group in Israel is 307 including 45 branches situated in the Arab group's overseas banking network.

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Tooheys follows the uptrend...

BY JAMES FORTH

TOOHEYS, the New South Wales brewer, lifted profits by 10 per cent from \$A2.8m. to \$A3.1m. in the December half year. Tooheys is the third major brewer to report an improvement for the period. Australia's largest brewer, Carlton and United Breweries, boosted earnings by 10 per cent, to \$A7m. despite a crippling strike in the summer. The strike assisted C and U's competitor, Courage Breweries, to convert a \$A338,000 loss into a \$A445,000 profit for the half year.

Tooheys' gross revenue rose by 21.1 per cent, to \$A105m. reflecting price increases granted

by the prices justification tribunal.

It would also reflect the slack caused in the growth of beer sales because of large increases in excise in the federal budget. The excise increase made wine more attractive and Tooheys has a strong foothold in the wine market through its Wynns and Seaview offshoots.

The interim dividend is held at 3.5 cents a share, in line with the 7 cents a share paid last year.

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Tooheys' gross revenue rose by 21.1 per cent, to \$A105m. reflecting price increases granted

SYDNEY, March 3.

\$A4.1m. to \$A4.9m. in the December half year. James Forth writes. The results include part of the earnings of Cyclone Company of Australia, and former associates Boral basic Industries and Glen Iris Brick Consolidated, which were all acquired during the period.

Group sales jumped from \$A69m. to \$A124m. mainly reflecting a \$A35m. contribution from Cyclone.

The interim dividend is held at 6.3 cents a share, in line with the annual 15.5 cents rate.

Profits for January and February are slightly ahead of budget and a satisfactory result is expected for the full year.

Bache upsurge

SECOND quarter (to January 31) earnings of the Bache group rose from 14 to 62 cents per share.

Net income was \$4.5m. (\$1.05m.) from revenues of \$62.5m. (\$47.9m.).

First half net was \$4.5m. or 64 cents (\$1.45m. or 20 cents) revenues were \$112.7m. (\$84.5m.).

Results for the quarter and six months ended January 31 include a tax reduction of \$560,000 from the reversal of tax reserves provided in prior years.

Total capital as of January 31 amounted to \$124.3m. which included stockholders' equity of \$108m., a record high, and subordinated debt of \$16.3m.

Reuter

Improving Canon trend

TOKYO, March 3.

After-tax profits for Canon were ¥991m. for the six months to December 31. There was a deficit of ¥172m. in the preceding six months, and a ¥232m. profit in the last six months of 1974. Gross sales were ¥141.5bn. (¥133.8bn. ¥126.0bn.) and the dividend payout is ¥2.50 (nil, ¥2.50).

A Canon spokesman said the company expects a net profit of ¥1.3bn. in the first half of the current year on gross sales

¥45bn. with increased export sales to ¥28.3bn.

Capital expenditure will amount to ¥10bn. this year, double last year's ¥5bn., to expand production facilities to meet reviving demand.

The spokesman noted that second half gross sales rose 22.1 per cent, particularly aided by a good export performance. Export sales rose 36 per cent, to ¥24.4bn.

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FINANCIAL TIMES SURVEY

Thursday March 4 1976

DISTRIBUTION

Most sides of the distributive trades are now in broad agreement on the significance of physical distribution costs to the profit equation. But within this there are still a number of conflicting views on the best ways to tackle the problem.

THE COST of physical distribution was first thrust into prominence by the oil crisis in 1973. Distribution was seen primarily in terms of the cost of transporting goods from the factory to their final selling point. The prime requirement was to reduce fuel costs and, almost overnight, it became a major talking point within the industry.

Since then, however, the shift in emphasis has changed, and the broader definition of physical distribution, previously only propagated by a minority, has become more generally accepted. Physical distribution is no longer seen by sophisticated companies merely as the basic cost of transporting goods; instead, the term encompasses a whole range of factors including the location and size of both suppliers and retailers' warehouses, stock levels, the size and continuity of orders and packaging as well as transport.

On this broader definition, it has been estimated that distribution costs account for about 6 per cent of total sales turnover and cost £3,700m a year. Transport remains the biggest single contributor to this bill but the costs of stockholding and warehousing are not far behind.

Not surprisingly, in view of the amounts involved, a recent Little Neddly report on the distributive trade again rained home the importance of examining distribution costs with a view to saving money. Physical distribution, it said, is potentially one of the most fruitful areas for improvement in the industry's performance. Savings

most have settled—partly because of the difficulties in running down an established network—for giving the specialist operators part of their business and keeping the rest inside the company.

The other effect of this increased awareness of the cost of money has been the more general acceptance of the broader definition of physical distribution. Higher interest

rates have meant that most companies have tried to reduce their stockholdings over the past 18 months. Marks and Spencer made the headlines in August last year when it announced it was cutting back on forward orders, but many retailers had already implemented far more savage reductions in the light of the cost of financing stock and in anticipation of a drop in retail sales. As the Government figures made clear, manufacturers followed suit where they could, though there are signs now that this stockpiling trend has now levelled off.

However, as the Little Neddly report stresses, there are, in theory at least, still savings to

be made in this area. The Working Party, estimated that every 5 per cent reduction in the level of wholesalers' and retailers' stocks held in the first quarter of 1975 would produce once and for all savings of around £295m, and annual savings of around £80m, on financial and other costs. However, except in special circumstances, there is not much point in cutting stocks if sales suffer as a result of a

steady reduction in the number of buying points in the grocery trade. Over 80 per cent of grocery purchases are now controlled from less than 400 buying points, while department store groups, like Debenhams, have also gone over to central buying. While some supermarket chains still prefer direct delivery to their shops, the number of delivery points has also been reduced over the

made it possible for them to rationalise distribution into warehouses which had a throughput of over 50,000 cases per week. The study showed that the cost of handling a case as an inefficient warehouse as an efficient one, and that difference in costs arose largely out of variations in scale.

The same need for economies of scale is making itself felt throughout the distribution

other economies of scale in reduced margins at the moment, and are having to fight among themselves for a smaller market. In this situation, a manufacturer's attempt to cut down on his distribution costs are often seen as an attempt to load them on to the retailer.

Cheaper

There is, for example, a basic conflict between the retailer wanting smaller and more frequent drops and the supplier needing less frequent but larger drops. The size of the drop is central to distribution economics. Less frequent drops mean larger drops and therefore cheaper deliveries for the manufacturers. But the retailer is constantly striving to minimise his inventory levels and maximise his selling space. Conversely, cage palletisation offers obvious economies to the retailer, who can take the goods straight off the lorry and onto the shopfloor with a minimum of handling, but tend to be seen as an on-cost by the manufacturer.

The Little Neddly Report calls for greater co-operation between manufacturer and supplier, but it seems likely that for the foreseeable future these particular issues will hinge on whose power is the greater at any one time. Both sides would agree, in public at least, with the general principle, however, that far more attention still needs to be paid to physical distribution management. To quote Little Neddly again: "If physical distribution is the tail, there is a justification in its wagging the dog from time to time."

Quest for cost savings

By ELINOR GOODMAN, Consumer Affairs Correspondent

rates have meant that most companies have tried to reduce their stockholdings over the past 18 months. Marks and Spencer made the headlines in August last year when it announced it was cutting back on forward orders, but many retailers had already implemented far more savage reductions in the light of the cost of financing stock and in anticipation of a drop in retail sales. As the Government figures made clear, manufacturers followed suit where they could, though there are signs now that this stockpiling trend has now levelled off.

However, as the Little Neddly report stresses, there are, in theory at least, still savings to

deterioration in service to the consumer and a worsening in the out-of-stock situation at the selling point. Though some retailers have come to accept a higher out-of-stock position than before as inevitable, the exercise in reducing stocks is only worth while if those stocks that are held are in the right place at the right time. As stocks are reduced, so the need to have rigid control over them increases, and most companies consider it easier to achieve this degree of control if the number of stockholding points are reduced.

Since the war, the growth in supermarkets, and more recently in voluntary groups, has meant there has been a

More recently, the trend to fewer stockholding points has also accelerated. The CPC food company, for example, now uses only one depot as against around a dozen before while British Home Stores services 100 stores from four distribution centres.

This trend towards centralised stockholding is not only influenced by the desire to exert greater control over stocks but also by the economies of scale. The National Materials Handling Centre stressed in its Inter-firm Study of Wholesale Transportation and Warehouse Costs that considerable savings per unit of throughput could be achieved if the general patterns of the operations of a company

chain. Larger lorries are generally cheaper to run (assuming they are full) than smaller ones, large drops are more economic than small ones while many small shops are uneconomic to service on a direct basis. In retailing the hunt is on to build larger shops with their lower cost/sales ratio.

But as the difficulty in getting planning permission for superstores has shown, the planning authorities do not always go along with this "big is best" philosophy. While some progress does seem to have been made in persuading Government departments of the advantages of both large retail developments and warehouses,

Manufacturers and retailers are united on most of these issues but the harmony does not extend to all aspects of physical distribution. Retailers, particularly food shops, are, as the Price Commission's figures showed, "working on very

allowances. Meanwhile, there is also the threat of EEC regulations on drivers' hours being implemented, while retailers have the additional problem of having their buildings treated differently from those of manufacturers for the purpose of capital allowances.

Manufacturers and retailers are united on most of these issues but the harmony does not extend to all aspects of physical distribution. Retailers, particularly food shops, are, as the Price Commission's figures showed, "working on very

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Netherlands
Alvracht
Van Oeveren
Binfurst
Norfolk Line

DISTRIBUTION II

Europe's maze of regulations

ONE OF the barriers up against anyone wishing to set up a national—let alone international—transport business in Europe is that the licensing systems are very, very complicated. Take, for example, the Netherlands. There the licensing system is based on the old canal routes. Only fairly short routes can be covered by the individual licence holder. Consequently, any organisation wishing to set up a national network in the Netherlands would have to buy literally hundreds of licences for individual routes.

Similar systems elsewhere in Europe have helped make the so-called *petit patron* (the haulier with only a very few vehicles) a big element in European haulage. In Italy this type of operator is dubbed the *padroncini* and in the country, perhaps the least-sophisticated in Europe as far as distribution is concerned, it is estimated that nearly nine out of 10 hauliers have no more than five vehicles.

This higgledy-piggledy growth

has led to a great deal of over-capacity in the general haulage business throughout Europe. The small haulier is consequently more than willing to cut his prices during the bad times without apparently realising that cut pricing will generate no extra trade at all. They just leave less cash to be distributed to the distributors.

Of course, the small haulier seems not averse to cutting his costs by avoiding those local regulations about vehicle safety, about the permitted weight of his loads and the numbers of hours a driver might remain at the wheel. This might help him cut his prices but it also helps to give the haulage business generally a dubious name.

It is not just the roadways which provide vital distribution links in Europe. As in the U.K., rail is an important factor in the business. But, unlike Britain, some Continental countries have preserved and developed their waterways—canals and rivers.

In West Germany the licensing system has been deliberately tightened to drive distributors off the roads to the railway network and to the canals and rivers. The German waterway network connects with those of Holland, Belgium and France as well as of East Germany. There is no doubt that their links with this vast waterway network have helped the ports of Rotterdam and Antwerp develop to their present extent.

Waterway traffic can be comparatively speaking, very cheap. Take a typical example. P and M Cassart, a Belgian steel stockholder which recently became part of the GKN Steelstock organisation, operates from a 26-acre site at Senefelt, half an hour from Brussels and nestled between motorways, railway and canals.

It takes in 20,000 tonnes of steel in an average year and half is shipped in by canal and half by rail. Some 95 per cent. of the completed orders then go out by road. Thus, Cassart uses rail and canal for the really bulky and heavy incoming traffic while smaller loads going to a long list of customers leave by road. The canal is extremely important to Cassart because it costs £1 a tonne to bring in steel via that route against the £4 a tonne it costs by road.

Any one moving into the European distribution business is also faced with a multitude of international regulations as well as the "local" ones. In this connection it is only necessary to go over part of the long list of problems the U.K. hauliers faced following this country's entry (this time on a permanent basis) to the Common Market to get a glimpse of the snags.

There were questions about distances permitted; about the fitting of tachographs to vehicles to make sure that those distances were kept to. There were problems over the permitted sizes of vehicles, about noise regulations and over the trading permits granted by one country to another.

Ironically, the idea of a Common Transport System (which would also take in the ports) was one of the first put forward by the founders of the Common Market. It is still as far away as ever, it seems, from precise definition.

In Britain around 65 per cent. of freight in terms of ton-miles goes by road, 18.5 per cent. by rail and 16.5 per cent. by coastal shipping. In Holland—with its extensive waterway network—the percentages are 55, 7.5 and 37.5 respectively. For West Germany it is 38, 39 and 23 while in France road and rail each account for 45 per cent. of freight.

Obstacles

Compared with the problem of setting up a transport network in Europe, setting up warehouses and depots is fairly simple. The obstacles are much the same as you would find in the U.K., mainly finding the right site in an area where you can get planning permission.

For those companies needing to distribute their products in Europe under the control of its Europe for the first time there are consultants they can turn to. The consultants will help the company sort out the best methods of distribution in the particular countries chosen. They will know about the state of development of the distribution systems in those countries (because the state of development from country to country in Europe varies tremendously) and point the company in the direction of the right distribution organisation for the job.

Fortunately the newcomer will not have to deal solely with the *petit patron* type of operator. For a number of multi-national groups which have built up their own distribution organisations are now selling their services in this area to outside customers.

A prime example here is Unilever, which some time ago grouped its 18 transport and dis-

tribution companies in Western Europe under the control of its transport co-ordination team in Rotterdam and made transport and distribution a separate profit centre, along with its traditional divisions like detergents, fats and so on. The new division was given the task of giving advice, defining areas for future development, obtaining finance and making the best use of resources to provide the best transnational distribution and transport operation, initially in Europe, but later throughout the world. The services it is selling are as diverse as warehousing, groupage, wharfage, ferries, cargo superintendence, tankers, security, hanging garments, parcels and hire cars.

The U.K. Unilever company involved in this network is SPD Group, which now has more than 40 computer-linked depots and 1,000 vehicles in its distribution company and can offer practically every facility for moving goods into and out of Europe. But according to Bill Burnes, co-ordinator in transport, Unilever was determined to stay out of the crowded general haulage business and only get into those distribution areas where it could offer something special, could therefore command a premium price and would be less affected by the cut-pricing during the recession.

Philosophy

Examples from the SDP Group in the U.K. of this philosophy are Dale's Security Transport (for shipping TV sets, electronic goods and so on which are often prone to fall off the back of lorries) and the Unispeed temperature controlled haulage business. Perhaps the most important development was the Tibbett and Britten concern which specialises in hanging garments, for Marks and Spencer among others, because this was an area completely

Unilever's traditional business. Unilever has learned with the *petit patron* by employing these operators the road haulage in Italy, Belgium and France. In cases the hauliers get a contract but in France they hired on a *coup à coup* (blow by blow) basis. But ever system used they are controlled by managers from ever Unilever company.

So the lesson is, pretty for any company wishing its products into Europe out of Europe into the U.K. (that matter). It is that, the enormous costs of the distribution network is possible to get good on how to make the best of them. So getting the on the first place, remain a big problem.

Kenneth Go

Britain's State carriers

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UNDER THE twin impact of inflation and economic recession, the transport industry has suffered over the past 12 months.

At British Rail it has been losses on passenger services and successive fares increases that have attracted public attention and hostility. But freight operations have also been under pressure and the Government was forced to step in with a grant of up to £70m. to meet the growing deficit.

Nor has the National Freight Corporation, which claims to be the largest freight transport business in Europe, escaped unscathed. Dr. John Gilbert, the Transport Minister, has announced that grants of up to £8m. will be made available to state of the immediate financial crisis.

Though NFC is expected to report a record loss of around £30m. for 1975, the grants to be paid during the early months of this year are intended merely as a temporary measure. Studies have been set in hand to examine ways in which NFC might seek to remove its deficit and Dr. Gilbert has promised a further statement once these have been completed.

It may have been the financial problems which caused the two State-owned corporations to hit the headlines, but the picture is not all black and there are important signs of both undertakings making use of new technology and adjusting to changing market situations.

biggest customer.

To ensure speedy and efficient coal supplies to electricity generating stations, BR has introduced "merry-go-round" services. Trains which carry more than a thousand tons of coal at a time have been designed to load and discharge automatically without stopping. A power station served in this way can receive more than 100,000 tons of coal a week.

The economic recession has meant an inevitable decline in freight traffic but BR points out that during the past year it has negotiated important contracts to move aggregates, cement, chemicals, North Sea gas pipes and iron ore.

The decision to use rail often involved heavy investment by distributors in wagons and loading facilities. Increasingly, companies are choosing to own their own rail wagon fleets and more than 18,000 privately-owned wagons are in service on BR.

The fact that some 4,000 company trains are operated every week reflects the tendency for companies to invest in their own private sidings. Indeed, under Section 8 of the 1974 Railways Act, Government grants are available towards the cost of providing private sidings and ancillary equipment where advantages would accrue not only to the company but also to the local economy.

But probably the most significant recent advance on the BR freight side is the introduction of the new TOPS system (Total Operations Processing System). Sir Richard Marsh, the BR chairman, maintains that the new £16.6m. computerised freight control system will pay for itself within a year.

The system links the London computer centre with 155 loca-

tions throughout BR's 11,300 mile network, giving continuously updated information about the whereabouts and carrying capacity of every wagon in the fleet. According to BR, this means that local managers are better able to recognise traffic priorities, cut out wasteful wagon marshalling, run bigger trains, improve punctuality and respond more quickly to customers' needs.

Though TOPS is used mainly to process information about the 300,000 wagons of BR's network, it is planned to include parcel vans and locomotives within the system. The system has already identified scope for reducing the wagon fleet by nearly 20,000 which, according to Sir Richard represents a capital replacement figure of at least £50m. About 11,000 of these wagons have already been taken out of service.

Attractive

Cash savings from reduced operating and maintenance costs are already running at £3m. a year. But the most important advantage that it is hoped the efficiency of the TOPS system will bring is new traffic. BR believes that the offer of a speedy and punctual service will prove attractive to potential customers.

BR is optimistic that it will not need to take up anything like a £70m. grant on freight in the current year, and the winning of new traffic through TOPS will be important in determining how quickly operations can be brought back into profit.

Generalisation about the operations of NFC, with about 60 subsidiary companies, is difficult. The management philosophy behind such a structure is based on the idea that companies organised into relatively small units, each with

its own profit centre, will be more efficient.

Indeed, although NFC is currently having to overcome a cash crisis, most member companies are trading profitably. The British Road Services group, which sells a wide range of freight transport, warehousing and ancillary services, is expected to show a record profit for 1975. Pickfords heavy haulage, removals, and travel service are all prospering while operations like Tankfreight are returning profits.

The main problems have centred on the two rail linked companies National Carriers and Freightliners which have both suffered from the economic recession.

National Carriers originated from the sundries division of BR and was making heavy losses when it was transferred to the NFC under the 1968 Transport Act. Considerable progress was made in cutting back losses and only £42.5m. was taken of the £60m. made available by the Government to cover deficits in the first five years. However, the downturn in the national economy began to hit National Carriers hard from the middle of 1974 onwards.

Freightliners, a service set up to carry high capacity containers over medium and long distances, is capital intensive and therefore particularly sensitive to any fall in economic activity. Though the operation was launched by BR more than a decade ago, Freightliners under the 1968 Act was put under the control of NFC with BR retaining a 49 per cent. shareholding.

Freightliners is understood to have suffered an overall trading deficit in 1975 but there were signs of considerable improvement in the latter part of the year. Indeed, in the

three months to November the operation in £400,000 trading profit, that quarter, more than containers were carried—very close to the record achieved in 1973.

The company maintains reorganisation of its management, a period free of trial action, and an investment in the standards of have enabled Freightliners to win a larger share of the market. The higher traffic has continued in year and Freightliners optimistic about the future.

One important move in new markets is the intro of the SCIDS service, small container intermodal distribution system to use it title. This is a 24-hour distribution service which nates the need for warehouse. Three of the containers can be loaded rail wagons designed to the 20 foot container at the point of arrival can be separated for and delivery.

This innovative use of technology reflects the optimism of NFC and the that are being made to services and to move into able sectors. A major has been given to BRS which now operates under banner "Roadline". A significant development trend away from spot towards more specialised bution services where the ties offered can be gea the exact requirements customer.

Both NFC and BR have problems but there is theless an undoubted mination to ensure th State-owned sector is res to the market.

Arthur S

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One of the drawbacks of buying your own distribution facilities is the lack of flexibility it gives you. Take vehicles, for instance. Inevitably there will be times when you need more than you have; at other times you may well have more than you need.

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Marketing Department, British Road Services Ltd, Northway House, High Rd., Whetstone, London, N20 9ND. Tel: 01-4461360. FT43

National Freight Corporation through its many subsidiaries is placing upon specialist services. In the pursuit of more profitable operations NFC is moving away from simple spot business

Indeed, NFC, which claims to be the largest freight transport business in Europe, now offers virtually every service from the time an article leaves the factory up to the point of sale. Advertised facilities include invoicing, inventory control, packaging, warehousing, mer-

handling and display, buying, raw material scheduling, production planning, order picking, quality control and sales analysis.

A new system which is seen as a technological breakthrough has been introduced by NCF through Freightliner, its subsidiary owned jointly with British Rail. Named SCIDS, the system makes use of a number

retailers are trying to away with warehousing efforts. Asda, for example, is to get as much shopping as possible in its stores, as pioneered in the U.K. of caging whereby the merchandise is price-marked and placed in the cages at the checkers. These are to drive high and wheeled into Asda stores at night. Asda has enabled Asda to 80 per cent of its store savings as against the more 50 per cent. But their with its big buying can impose such pricing

There is a great feeling or change in the grocery distribution world and some recent innovations may be superseded by events. The arrival in the U.K. of EEC regulations on hours to be worked by vehicle drivers, and such like, could increase the need for local warehouses again, and it is a safe bet that the new thinking of 1976 will be out-dated by 1978. It is for this reason that both producers and retailers are prepared to pay for specialists to shoulder the distribution burden, even though it may cost them more.

Anthony Thorncroft

handling and display, buying, raw material scheduling, production planning, order picking, quality control and sales analysis.

A new system which is seen as a technological breakthrough has been introduced by NCF through Freightliner, its subsidiary owned jointly with British Rail. Named SCIDS, the system makes use of a number

of small containers which can be assembled on one rail wagon for trunk haulage. On arrival at the terminal the individual containers can each go on to a small chassis ready for final delivery to retail outlets. By this means the advantages of containerisation can be offered for quite small consignments of goods at very little extra cost.

Arthur Smith

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DISTRIBUTION IV

Designated vehicle routes

THE GOVERNMENT concedes the Government intends to work scheme is that while it is obviously necessary to distribute goods in the most efficient manner, this should be achieved where possible by creating the least possible impact on environmentally sensitive areas. The Government hopes to start discussions soon with those concerned—discussion aimed at deciding which routes may be the most suitable.

It is now felt that the 3,100-mile network proposed in the consultation paper is too small to be workable and a preliminary selection of about 8,000 miles of the 11,000 miles of existing motorway and primary routes has been made.

been the decision to delay any introduction of new restrictions on drivers' hours, giving the industry a breathing space until July next. In the interim, there have been suggestions about how the rules could be modified to meet specific needs in the U.K., but these have not so far proved to be particularly helpful.

Similarly, the tachograph issue is still in the melting pot, with trade union opposition remaining firm—and indeed getting a measure of support from management—but concessions such as the possible waiving the 450 km. rule are being made. Pressure is now being applied to have a two-year deferment introduced, allowing more time for details to be thrashed out.

Ranges

Leyland's Buffalo series of trucks is one of the first ranges to aim at achieving this and their comparatively light weight is used as a major selling point in relation to productivity. The company, which is now pursuing Lord Ryder's suggested policy of increasing its share of the European market, aims to produce vehicles which are right for the job and offer maximum efficiency in the required role.

Another increasingly widely used method of reducing fuel consumption is by means of aerodynamics improvements on trailers and van bodies. Although these are fairly simple devices, some manufacturers claim that savings of up to 10 per cent. on fuel can be achieved. York Trailers suggests that by means of its system, profits on a fairly average operation can be increased by 19 per cent.

But the problems the industry has faced over the period of recession do not appear to have caused serious damage and may even have served to spotlight

Reviewed

Dr. John Gilbert, Minister of Transport, said recently that the new system would have to be reviewed regularly and changed occasionally as new roads became available. He added that in view of the present strains on public expenditure, the scheme would probably take some years to put into operation.

Local authorities are expected to use the legal powers available to them to prevent heavy vehicles which are on the newly designated routes from using unsuitable roads in towns and villages. The new proposals, which differ a good deal from the original consultation paper, suggest a denser network which would come into operation more quickly than was planned.

Another crucial event in the future of road distribution has been the decision to delay any introduction of new restrictions on drivers' hours, giving the industry a breathing space until July next. In the interim, there have been suggestions about how the rules could be modified to meet specific needs in the U.K., but these have not so far proved to be particularly helpful.

Many users of road transport fear that the introduction of either or both of these EEC measures will result in much higher costs. Already the Periodical Publishers Association has warned that it could have a major effect on the future pattern of distribution of newspapers and magazines, admittedly a rather more specialised product than most, but nevertheless an important one.

It is argued that with many magazines distributed by road, the new legislation could slow down delivery and also contribute towards lower profit margins. This could similarly apply to other goods in the short-term, but it is clear that in the long run some agreement will have to be reached if the industry is to become integrated

some of its more established practices and the need to maintain its position in the world remains constant. In Britain, the pressure to cut costs, boosting the role of road transport at the expense of other modes, are regarded as less a transport modes.

But Britain's position in Europe will remain one until the problem of minimum axle weights is resolved. From the manufacturers' point of view, not of great importance, weight is ultimately a but a speedy agreement. It was suggested that Sir William Batty, of the Society of Motor Manufacturers and Traders, was now essential that minimum vehicle weights be standardised for the continent.

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Town planning checks

IT IS hard to sell physical distribution needs as a positive planning concept. To most elected bodies, the realities of distribution tend to be encapsulated by the image of the High Street traffic jam caused by lorries and vans unloading. At the other extreme, even in a depressed area with much "spare" land, applications for warehousing do not meet with the same enthusiasm as those for factory space which will always offer more immediate job prospects.

The centre of most disputes remains traffic, and the severity with which public expenditure cuts have now hit road programmes will affect the planning aspect of distribution well into the 1980s. The extent of the cut is indicated by the intention to use on road construction and maintenance in 1978-79 less than 75 per cent. of that planned in last year's White Paper.

From an interested body like the British Road Federation, the reaction has been predictably

sharp. "Traffic will increase as the economy recovers," says director Robert Phillipson. "Yet this fact has been blandly ignored while the Government panders to the rail unions. It makes a nonsense of the Secretary of State's absurd claim that this is the right balance of transport spending."

Network

Equally, very many people will be delighted that roads, at least until the potholes grow too deep, have borne the brunt of the cuts. But whatever the rights and wrongs of the case, distributors are faced with a period when the basic criteria for most decisions will remain the road network as it stands at present. The relevance of efficient roads to the movement of goods is clear and direct. Where the road system remains inefficient, some alternative savings will have to be made.

However, the same crisis which has produced the road

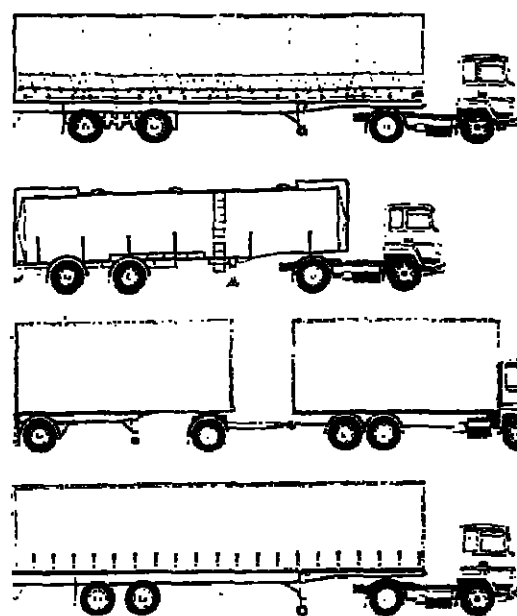
cuts has also gone some way to persuading government, both local and national, of the cost savings which can be achieved through such larger units. For years, retailers have blamed central government of pretending to be neutral on the desirability of supermarkets but in practice being against them.

Structure and local plans now being drawn up and these, at least, should ensure that distributors and retailers concentrate to provide the authorities with full arguments to back up their schemes. But at the same time there are equal worries about the orders, due by next year, which local authorities have to suggest for the control of heavy goods vehicles in their areas. Whether authorities will accept that severe limitations on the size of vehicles will inevitably produce higher distribution costs, or that many small vehicles produce more pollution than a few larger ones, are the crucial

The best chance for constructive planning between local authorities and retailers stems from two one is economic, and the other is major shopping centres by private sector companies are now in decline (Brent Cross is a really large scheme like some years); the other is, with local authority playing a greater role in development under the Munity Land Act. When retailers tail authorities they are how stress that their priorities maximise selling space in a manner which defers frequent deliveries, off the day-to-day system major lines favoured by food retailers. Much time will be required if the era of the user talking to the authorities at the planning stage of major developments is to get off a successful start.

Quentin Guire

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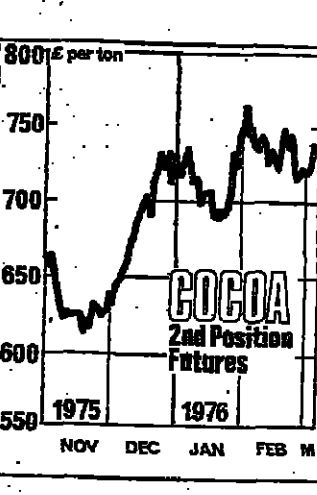
New Soviet timber export bid

A SOVIET UNION forest products ministry has announced a new bid for the export of 100,000 cubic metres of timber, valued at 100 million roubles, to be shipped to the U.K. in 1976. The bid is for a nominal 100,000 cubic metres, which is a significant increase on the 50,000 cubic metres which were shipped in the third week of 1975. The bid is for a nominal 100,000 cubic metres, which is a significant increase on the 50,000 cubic metres which were shipped in the third week of 1975. The bid is for a nominal 100,000 cubic metres, which is a significant increase on the 50,000 cubic metres which were shipped in the third week of 1975.

Supply tightness brings sharp cocoa price rise

BY RICHARD MOONEY

NEARBY POSITIONS on the London cocoa terminal market rose by 20 per cent in late dealings yesterday. The May quotation climbed to 2745 a tonne at one stage before slipping back under profit-taking pressure, to close 2167 1/2 higher on the day, at 2745 1/2.



2500 tonnes, a rise of only 2,000 tonnes on its November forecast. This is the result of a physical demand in which a surplus of 20,000 tonnes in expected world grindings.

On the continuing progress of one crop. The report attributes the recent strength of the market largely to technical factors, but says that, even with these factors set aside, the longer term trading level may not prove to be much below current prices.

Rhodesia closure lifts metals

By Our Commodities Editor

MOZAMBIQUE'S decision to close its borders with Rhodesia brought a general rise in London metal markets yesterday. It was almost the only influence in copper, where cash wirebars closed 27 1/2 up, at 5826.25 a tonne.

USSR may lose 25% of winter grain crop

MOSCOW, March 3.

sharp temperature changes which have marked this winter. Following the Soviet harvest for a decade in 1975-76, 140m. tonnes, only two-thirds of the target—the Soviet Union had repeatedly reminded its farmers of the importance of a good winter grain crop this year.

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Potato prices steadying

By Peter Bullen

A SLIGHT fall in potato prices over the past two weeks is not expected to continue for long. The Potato Marketing Board reported yesterday that the easing in prices had continued up to the week-end. Since then, the weather had enabled producers to make a start on spring land work, which meant that fewer potatoes were being taken out of storage and sent to market.

EEC FARM TALKS

Last minute fight over beef support

BY ROBIN REEVES, IN BRUSSELS

MR. FRED PEART, the U.K. Minister of Agriculture, faces a stiff last-minute fight to retain the substance of the British variable premiums system of beef support. This became clear yesterday as Agricultural Ministers of the Nine continued negotiations in Brussels on EEC farm prices for the 1976-77 season.

British housewife cheaper beef than her Continental counterpart, and avoids the build-up of large surplus beef stocks, is far from won.

Bread wheat

Meanwhile, in the Council,

ministers spent considerable time on the Commission's cereal proposals. Strong pressure from several ministers for a stronger price guarantee for bread wheat than proposed by the Commission showed no signs of weakening.

Commodity speculation defended

BY JOHN EDWARDS, COMMODITIES EDITOR

COMMODITY FUTURES markets needed outside speculation to function effectively for trade purposes, Lord Kissin, chairman of Guinness and Peat, told the Lords Select Committee investigating commodity price stabilisation measures yesterday. It was through this speculation that sufficient turnover was provided, he said.

But Lord Kissin agreed that outside speculators could exacerbate price fluctuations, although these were basically created by other influences. He

exactly, particularly that by the financial institutions buying copper as an investment in view of political developments in Africa.

The developments in themselves were a fundamental reason for the rise in prices, but the increase had been accelerated by outside speculation.

Nevertheless, he claimed that speculation—as far as it could be quantified—was not a dangerous influence on commodity prices, except in special circumstances. It was difficult to find any of interest among producing countries when the market came under pressure, and he saw only a limited life time for Opec, with members like Iran already taking unilateral action in cutting prices.

COMMODITY MARKET REPORTS AND PRICES

BASE METALS	Official	Unofficial
Aluminium	2420	2420
Copper	2580	2580
Gold	380	380
Iron	100	100
Lead	200	200
Nickel	150	150
Platinum	1200	1200
Silver	180	180
Steel	50	50
Timber	10	10
Wool	100	100

METALS JOINING UPSWING

COMMODITY CHARTS: GOLD, SILVER, COPPER, IRON, LEAD, ZINC, NICKEL, PLATINUM, SILVER, STEEL, TIMBER, WOOL.

LEGAL NOTICES

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PRICE CHANGES

Mar. 3	1st	2nd	3rd
Aluminium	2420	2420	2420
Copper	2580	2580	2580
Gold	380	380	380
Iron	100	100	100
Lead	200	200	200
Nickel	150	150	150
Platinum	1200	1200	1200
Silver	180	180	180
Steel	50	50	50
Timber	10	10	10
Wool	100	100	100

COFFEE

Robusta terminal opened steady, Trade active, possible increase in the U.S. response to New York and also on news of the Mozambique call for a state of war with Rhodesia.

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MEAT/VEGETABLES

COVENT GARDEN (Prices in sterling): Beef—prime, 100.00; Lamb—prime, 100.00; Pork—prime, 100.00; Chicken—prime, 100.00; Fish—prime, 100.00; Vegetables—prime, 100.00.

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U.S. Markets

Copper up on African unrest

COPPER rallied on renewed African unrest. Prices closed steady on good short-covering. Despite heavy and early buying, silver's steadiness was due to grain markets. Sugar was firm on trade basis. Wheat, corn, soybeans, and cotton were steady. Oil prices were mixed.

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INSURANCE. PROPERTY. BONDS

[illegible]

A selection of the above prices approximately shown under regional headings		Selected below with quotations on London, Irish issues, most of which are not		Quoted locally in London, are shown separately and with prices as on the Irish	
12	100	100	100	100	100
13	100	100	100	100	100
14	100	100	100	100	100
15	100	100	100	100	100
16	100	100	100	100	100
17	100	100	100	100	100
18	100	100	100	100	100
19	100	100	100	100	100
20	100	100	100	100	100
21	100	100	100	100	100
22	100	100	100	100	100
23	100	100	100	100	100
24	100	100	100	100	100
25	100	100	100	100	100
26	100	100	100	100	100
27	100	100	100	100	100
28	100	100	100	100	100
29	100	100	100	100	100
30	100	100	100	100	100
31	100	100	100	100	100
32	100	100	100	100	100
33	100	100	100	100	100
34	100	100	100	100	100
35	100	100	100	100	100
36	100	100	100	100	100
37	100	100	100	100	100
38	100	100	100	100	100
39	100	100	100	100	100
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41	100	100	100	100	100
42	100	100	100	100	100
43	100	100	100	100	100
44	100	100	100	100	100
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46	100	100	100	100	100
47	100	100	100	100	100
48	100	100	100	100	100
49	100	100	100	100	100
50	100	100	100	100	100
51	100	100	100	100	100
52	100	100	100	100	100
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57	100	100	100	100	100
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89	100	100	100	100	100
90	100	100	100	100	100
91	100	100	100	100	100
92	100	100	100	100	100
93	100	100	100	100	100
94	100	100	100	100	100
95	100	100	100	100	100
96	100	100	100	100	100
97	100	100	100	100	100
98	100	100	100	100	100
99	100	100	100	100	100
100	100	100	100	100	100

The following table shows the percentage changes which have taken place since 1970-71 in the principal export sections of the 17-figures Share.			
It also contains the F.T.O. Gold Index before.			
and Distributors	200.94	Rank	+104.72
waremen and Clothing	225.29	Food Retailers	+134.01
ware (Durable)	225.29	Food Retailers Group (Non-Durable)	+134.01
ware (Durable)	225.29	Food Retailers Group (Non-Durable)	+134.01
ware (Durable)	225.29	Food Retailers Group (Non-Durable)	+134.01
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NOTES

The Trader

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FT SHARE INFORMATION SERVICE

BRITISH FUNDS

Stock	Price	% Chg	Div. Yield
British American	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Cattle	101.5	+0.5	4.5
British Coal	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Cattle	101.5	+0.5	4.5
British Coal	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Cattle	101.5	+0.5	4.5
British Coal	101.5	+0.5	4.5

CANADIANS

Stock	Price	% Chg	Div. Yield
Alcan	101.5	+0.5	4.5
Bell Canada	101.5	+0.5	4.5
Imperial Oil	101.5	+0.5	4.5
Bank of Montreal	101.5	+0.5	4.5
Alcan	101.5	+0.5	4.5
Bell Canada	101.5	+0.5	4.5
Imperial Oil	101.5	+0.5	4.5
Bank of Montreal	101.5	+0.5	4.5

BUILDING INDUSTRY-Continued

Stock	Price	% Chg	Div. Yield
Anglo American	101.5	+0.5	4.5
Anglo American	101.5	+0.5	4.5
Anglo American	101.5	+0.5	4.5
Anglo American	101.5	+0.5	4.5
Anglo American	101.5	+0.5	4.5

DRAPERY AND STORES-Continued

Stock	Price	% Chg	Div. Yield
Debenhams	101.5	+0.5	4.5
Debenhams	101.5	+0.5	4.5
Debenhams	101.5	+0.5	4.5
Debenhams	101.5	+0.5	4.5
Debenhams	101.5	+0.5	4.5

ENGINEERING-Continued

Stock	Price	% Chg	Div. Yield
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5

ELECTRICAL AND RADIO

Stock	Price	% Chg	Div. Yield
Radio Shack	101.5	+0.5	4.5
Radio Shack	101.5	+0.5	4.5
Radio Shack	101.5	+0.5	4.5
Radio Shack	101.5	+0.5	4.5
Radio Shack	101.5	+0.5	4.5

INDUSTRIALS (Misc)

Stock	Price	% Chg	Div. Yield
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5

THANKS AND HIRE PURCHASE

Stock	Price	% Chg	Div. Yield
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5

INTERNATIONAL BANK

Stock	Price	% Chg	Div. Yield
Bank of America	101.5	+0.5	4.5
Bank of America	101.5	+0.5	4.5
Bank of America	101.5	+0.5	4.5
Bank of America	101.5	+0.5	4.5
Bank of America	101.5	+0.5	4.5

CHEMICALS, PLASTICS

Stock	Price	% Chg	Div. Yield
ICI	101.5	+0.5	4.5
ICI	101.5	+0.5	4.5
ICI	101.5	+0.5	4.5
ICI	101.5	+0.5	4.5
ICI	101.5	+0.5	4.5

DRUGS, WINES AND SPIRITS

Stock	Price	% Chg	Div. Yield
Diageo	101.5	+0.5	4.5
Diageo	101.5	+0.5	4.5
Diageo	101.5	+0.5	4.5
Diageo	101.5	+0.5	4.5
Diageo	101.5	+0.5	4.5

ENGINEERING, MACHINE TOOLS

Stock	Price	% Chg	Div. Yield
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5
British Aerospace	101.5	+0.5	4.5

FOOD, GROCERIES, ETC.

Stock	Price	% Chg	Div. Yield
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5
British Petroleum	101.5	+0.5	4.5

HOTELS AND CATERERS

Stock	Price	% Chg	Div. Yield
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5
British Airways	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
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Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

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IBM	101.5	+0.5	4.5
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Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

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Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

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Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

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Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5
IBM	101.5	+0.5	4.5

AMERICANS

Stock	Price	% Chg	Div. Yield
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MINES—Continued

FAR WEST RIND

Symbol	High	Low	Stock	Price	%	Div	Yld	FM
								(Cm)
311	425	425	Bywater	425	-25	10/100	1.3	1.3
312	425	425	Bywater	425	-25	10/100	1.3	1.3
313	425	425	Bywater	425	-25	10/100	1.3	1.3
314	425	425	Bywater	425	-25	10/100	1.3	1.3
315	425	425	Bywater	425	-25	10/100	1.3	1.3
316	425	425	Bywater	425	-25	10/100	1.3	1.3
317	425	425	Bywater	425	-25	10/100	1.3	1.3
318	425	425	Bywater	425	-25	10/100	1.3	1.3
319	425	425	Bywater	425	-25	10/100	1.3	1.3
320	425	425	Bywater	425	-25	10/100	1.3	1.3
321	425	425	Bywater	425	-25	10/100	1.3	1.3
322	425	425	Bywater	425	-25	10/100	1.3	1.3
323	425	425	Bywater	425	-25	10/100	1.3	1.3
324	425	425	Bywater	425	-25	10/100	1.3	1.3
325	425	425	Bywater	425	-25	10/100	1.3	1.3
326	425	425	Bywater	425	-25	10/100	1.3	1.3
327	425	425	Bywater	425	-25	10/100	1.3	1.3
328	425	425	Bywater	425	-25	10/100	1.3	1.3
329	425	425	Bywater	425	-25	10/100	1.3	1.3
330	425	425	Bywater	425	-25	10/100	1.3	1.3
331	425	425	Bywater	425	-25	10/100	1.3	1.3
332	425	425	Bywater	425	-25	10/100	1.3	1.3
333	425	425	Bywater	425	-25	10/100	1.3	1.3
334	425	425	Bywater	425	-25	10/100	1.3	1.3
335	425	425	Bywater	425	-25	10/100	1.3	1.3
336	425	425	Bywater	425	-25	10/100	1.3	1.3
337	425	425	Bywater	425	-25	10/100	1.3	1.3
338	425	425	Bywater	425	-25	10/100	1.3	1.3
339	425	425	Bywater	425	-25	10/100	1.3	1.3
340	425	425	Bywater	425	-25	10/100	1.3	1.3
341	425	425	Bywater	425	-25	10/100	1.3	1.3
342	425	425	Bywater	425	-25	10/100	1.3	1.3
343	425	425	Bywater	425	-25	10/100	1.3	1.3
344	425	425	Bywater	425	-25	10/100	1.3	1.3
345	425	425	Bywater	425	-25	10/100	1.3	1.3
346	425	425	Bywater	425	-25	10/100	1.3	1.3
347	425	425	Bywater	425	-25	10/100	1.3	1.3
348	425	425	Bywater	425	-25	10/100	1.3	1.3
349	425	425	Bywater	425	-25	10/100	1.3	1.3
350	425	425	Bywater	425	-25	10/100	1.3	1.3
351	425	425	Bywater	425	-25	10/100	1.3	1.3
352	425	425	Bywater	425	-25	10/100	1.3	1.3
353	425	425	Bywater	425	-25	10/100	1.3	1.3
354	425	425	Bywater	425	-25	10/100	1.3	1.3
355	425	425	Bywater	425	-25	10/100	1.3	1.3
356	425	425	Bywater	425	-25	10/100	1.3	1.3
357	425	425	Bywater	425	-25	10/100	1.3	1.3
358	425	425	Bywater	425	-25	10/100	1.3	1.3
359	425	425	Bywater	425	-25	10/100	1.3	1.3
360	425	425	Bywater	425	-25	10/100	1.3	1.3

O.F.S.

400	75	75	P. Sale Dev. S.W.	75	-10	Q134	1.610	1.610
401	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
402	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
403	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
404	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
405	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
406	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
407	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
408	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
409	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
410	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
411	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
412	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
413	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
414	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
415	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
416	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
417	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
418	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
419	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
420	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
421	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
422	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
423	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
424	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
425	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
426	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
427	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
428	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
429	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
430	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
431	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
432	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
433	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
434	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
435	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
436	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
437	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
438	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
439	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
440	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
441	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
442	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
443	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
444	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
445	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
446	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
447	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
448	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
449	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
450	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
451	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
452	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
453	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
454	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
455	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
456	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
457	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
458	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
459	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
460	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
461	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
462	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
463	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
464	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
465	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
466	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
467	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
468	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
469	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
470	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
471	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
472	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
473	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
474	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
475	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
476	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
477	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
478	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
479	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
480	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
481	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
482	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
483	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
484	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
485	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
486	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
487	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
488	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
489	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
490	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
491	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
492	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
493	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
494	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
495	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
496	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
497	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
498	124	124	P. Sale Dev. S.W.	124	-10	Q134	1.610	1.610
499	124	124	P. Sale Dev. S.W.	124	-10			

[illegible]

